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NOTICE

The undermentioned Gazettes of India Extraordinary were published upto the 29th October, 1959 :—

| Issue No. | No. and date | Issued by | Subject |
|-----------|--|----------------------------------|---|
| 127 | G.S.R. 1186, dated 24th October, 1959. | Ministry of Food and Agriculture | Direction that powers in relation to sugarcane shall be exercisable also by the State Government of Mysore regulating supplies of sugarcane to the sugar factories in Mysore. |
| 128 | G.S.R. 1187, dated 25th October, 1959. | Do. | Fixation of minimum price to be paid by a producer of sugar for sugarcane delivered. |
| | G.S.R. 1188, dated 25th October, 1959. | Do. | Fixation of ex-factory price for Indian Sugar of Sugar factories specified therein. |
| 129 | G.S.R. 1206, dated 29th October, 1959. | Ministry of Finance | Exempting machinery for the manufacture of powdered milk and condensed milk, when imported, from the whole of the duty of customs leviable thereon. |

Copies of the Gazettes Extraordinary mentioned above will be supplied on indent to the Manager of Publications, Civil Lines, Delhi. Indents should be submitted so as to reach the Manager within ten days of the date of issue of these Gazettes.

PART II—Section 3—Sub-section (i)

General Statutory Rules (including orders, bye-laws etc. of a general character) issued by the Ministries of the Government of India (other than the Ministry of Defence) and by Central Authorities (other than the Administrations of Union Territories).

MINISTRY OF LAW
(Department of Legal Affairs)

JUDICIAL SECTION

New Delhi, the 1st November 1959

G.S.R. 1210.—In exercise of the powers conferred by clause (a) of rule 8B of Order XXVII of the First Schedule to the Code of Civil Procedure, 1908 (5 of 1908), the Central Government hereby makes the following further amendment

(1503)

in the notification of the Government of India in the Ministry of Law No. S.R.O. 3920, dated the 5th December, 1957, namely:—

In the Schedule to the said notification, under item 13, relating to West Bengal in sub-clause (iii) of clause (b) in the second column, against clause (a) in the first column, for the words 'Shri S. K. Mandal', the words 'Shri S. N. Sen', shall be substituted.

[No. F. 51(2)/57-J.]

B. N. LOKUR. Jt. Secy.

MINISTRY OF HOME AFFAIRS

New Delhi, the 2nd November 1959

G.S.R. 1211.—In exercise of the powers conferred by sub-section (1) of section 3 of the All India Services Act, 1951 (61 of 1951), in so far as it applies to the members of the Indian Administrative Service, who before becoming such members, were members of the Indian Civil Service, the Central Government, after consultation with the Governments of the States concerned, hereby makes the following amendment in the Indian Civil Service Provident Fund Rules, 1942, namely:—

"In rule 8 of the said rules, in sub-rule (6), the following words shall be omitted and shall be deemed always to have been omitted, namely:—

"and any policies which before retirement were being financed from the Fund shall be reassigned or handed over to the subscriber in accordance with the provisions contained in these Rules".

[No. 5/20/59-AIS(II).]

New Delhi, the 3rd November 1959

G.S.R. 1212.—In pursuance of rule 11 of the Indian Police Service (Pay) Rules, 1954, the Central Government, after consultation with the Governments of Kerala and Rajasthan, hereby makes the following further amendments in Schedule III appended to the said rules, namely:—

Amendments

In the said Schedule, under the heading "A—Posts carrying pay above the time-scale pay of the Indian Police Service under the State Governments"

(1) for the entry in column 3

"1650-75-1950" relating to "Inspector General of Police" against "Kerala", the following entry shall be substituted, namely:—

"1850-100-2250";

(2) for the entry in column 3

"1650-75-1950" relating to "Inspector General of Police" against "Rajasthan" the following entry shall be substituted, namely:—

"1850-100-2250";

[No. 1/274/58-AIS(II).]

G.S.R. 1213.—In pursuance of sub-rule (1) of rule 4 of the Indian Administrative Service (Cadre) Rules, 1954, the Central Government hereby makes the following amendment to the Indian Administrative Service (Fixation of Cadre Strength) Regulations, 1955.

2. The amendment shall be deemed to have come into force on 11th May 1959.

Amendment

In the Schedule to the said Regulations, after the entries relating to 'Bombay' the following shall be inserted, namely:—

"DELHI AND HIMACHAL PRADESH

| 1. Senior Duty Posts | 17 | |
|---|-------|------------------|
| | Delhi | Himachal Pradesh |
| Chief Secretary | 1 | 1 |
| Secretaries | 1 | 2 |
| Deputy Commissioners | 1 | 5 |
| Additional District Magistrate | 1 | .. |
| Development Commissioner | 1 | 1 |
| Deputy Commissioner (Delhi Municipal Corporation) | 1 | .. |
| Registrar Co-operative Societies | .. | 1 |
| President, New Delhi Municipal Committee | 1 | .. |
| | 70 | 10 |
| 2. Senior Posts for deputation to Central Government | .. | 7 |
| TOTAL | .. | 24 |
| 3. Posts to be filled by promotion in accordance with rule 8 of the Indian Administrative Service (Recruitment) Rules, 1954, at 25 % of the above | 6 | .. |
| 4. Posts to be filled by direct recruitment | 18 | .. |
| 5. Deputation Reserve @ 15% of 4 above | 3 | .. |
| 6. Leave Reserve @ 11 % of 4 above | 2 | .. |
| 7. Junior Posts @ 20.60 % of 4 above | 4 | .. |
| 8. Training Reserve @ 10.59% of 4 above | 2 | .. |
| | 29 | .. |
| Direct Recruitment Posts | 29 | .. |
| Promotion Posts | 6 | .. |
| TOTAL AUTHORISED STRENGTH | 35 | .. |

[No. 5/44/58—AIS (II)]

S. NARAYANSWAMY, Dy. Secy.

ORDER*New Delhi, the 28th October 1959*

G.S.R. 1214.—In pursuance of Clause (22) of Article 366 of the Constitution of India the President is hereby pleased to recognise Thakur Vishwaraj Singh as the Chief of Kawardha (Madhya Pradesh) with effect from the 20th August, 1959, in succession to late Thakur Dharamraj Singh.

[No. F. 5/35/59-Poll. III.]

V. VISWANATHAN, Special Secy.

MINISTRY OF FINANCE
(Department of Revenue)

DAUGHTEROUS DRUGS*New Delhi, the 7th November 1959*

G.S.R. 1215.—In pursuance of sub-clause (ii) of clause (g) of section 2 of the Dangerous Drugs Act, 1930 (2 of 1930) and the Protocol signed at Paris on the 19th November, 1948, supplementing the earlier Geneva Conventions of

1925, 1931 and 1936 relating to drugs placed under international control, the Central Government hereby declares the narcotic substances specified in this notification to be manufactured drugs and makes the following further amendment in the notification of the Government of India in the Ministry of Finance (Department of Revenue), No. 4—Dangerous Drugs, dated the 4th December, 1956, namely:—

In the said notification, after item No. (53) the following items shall be added, namely:—

| | Status of the drug under the Convention |
|--|--|
| (54) Norcodeine and its salts; all dilutions and preparations containing this drug as have not been established in therapeutic practice. | Group II. |
| (55) Normorphine and its salts and preparations, admixtures, extracts or other substances containing any of these drugs. | Group I. |
| (56) Dimethylaminooctyl-1-ethoxy-1, 1-diphenylacetate (the proposed international nonproprietary name of which is dimenoxadol) and its salts and preparations, admixtures, extracts or other substances containing any of these drugs. | Group 1. |

[No. 18/F. No. 13/6/58-OPIUM.]

G.S.R. 1216.—In pursuance of clause (a) of rule 2 of the Central Opium Rules, 1934, the Central Government hereby defines the tracts in the States of Uttar Pradesh, Madhya Pradesh and Rajasthan specified in the Schedule annexed hereto as tracts within which poppy may be cultivated on account of Government during the Opium Year commencing on the 1st October, 1959 and ending on the 30th September, 1960:—

SCHEDULE

PART I

STATE OF UTTAR PRADESH

| Designation of tract | District | Extent |
|---------------------------|------------|--|
| | | Tehsil/Pargana |
| Faizabad Opium Division | Faizabad | Mangulsi, Khandasa, Rath, Amsin, Haveli, Akbarpur, Majhora, Surhampur, Tand and Birhar. |
| | Basti | Amroha, Nagar East and Nagar West. |
| | Ghaziपुर | Experimental farm attached to the Government Opium and Alkaloid Works, Ghazipur. |
| | Gonda | Mahadewa, Nawabganj and Mankapur. |
| Bara Banki Opium Division | Bara Banki | Daryabad, Baddu Sarai, Nawabganj, Ramnagar, Dewa, Kursi, Parahganj, Satrik Siddhaur, Haidergarh, Rudauli, Subcha, Mawai, Fetehpur, Bhitaula, Mohammadpur Surajpur and Bisurhi. |
| | Lucknow | National Botanical Gardens, Lucknow and the Extension Nursery, Banthra. Central Sugarcane Research Institute at Dilkhusha, Lucknow. |
| Barilly Opium Division | Barilly | Sancha, Ballia, Aonla, Sirauli South, Faridpur, Sirauli North, Shahi, Barilly, Nawabganj and Baheri. |

Pondicherry, the Central Government hereby makes the following further amendment in the Customs and Central Excise Duties Export Drawback (General) Rules, 1959 the same having been previously published as required under the said sub-section (3) of section 43B, namely:—

Amendment

In the said rules, in the Second Schedule after item 45 and the entry relating thereto, the following shall be inserted, namely:—

“46. Mixed fabrics containing terylene.”

[No. 79/F. No. 34/60/59-Cus.IV]

G.S.R. 1218.—The following draft of a further amendment to the Customs and Central Excise Duties Export Drawback (General) Rules, 1959, which the Central Government proposes to make in exercise of the powers conferred by sub-section (3) of section 43B of the Sea Customs Act, 1878 (8 of 1878) and section 37 of the Central Excises and Salt Act, 1944 (1 of 1944), as in force in India and as applied to the State of Pondicherry, is published as required by the said sub-section (3) of the said section 43B for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 11th December, 1959.

2. Any objection or suggestion which may be received from any person with respect to the said draft before the date so specified will be considered by the Central Government.

Draft Amendment

In the said rules:—

For the entries shown against Serial No. 1 to the First Schedule, the following entries shall be substituted, namely:—

“1. Fabrics and hosiery manufactured, wholly or in admixture with other yarn, from artificial silk yarn of all varieties other than staple fibre yarn and ready-made garments made from such fabrics,—

(a) that is to say if made from artificial silk yarn other than artificial silk yarn consisting entirely of cellulose derivatives or regenerated cellulose or both—

(i) less than 20 deniers Six rupees and eighty-five naye paise per pound of artificial silk yarn.

(ii) 20 deniers and above Four rupees and seventy-five naye paise per pound of artificial silk yarn.

(b) that is to say, from artificial silk yarn consisting entirely of cellulose derivatives or regenerated cellulose or both—

(i) if made from artificial silk yarn of below 75 deniers Two rupees and thirty naye paise per pound of artificial silk yarn.

(ii) if made from artificial silk yarn of 75 deniers and above but not above 100 deniers One rupee and fifty-nine naye paise per pound of artificial silk yarn.

(iii) if made from artificial silk yarn of above 100 deniers but not above 135 deniers Seventy six naye paise per pound of artificial silk yarn.

(iv) if made from artificial silk yarn of above 135 deniers but not above 175 deniers Fifty-five naye paise per pound of artificial silk yarn.

(v) if made from artificial silk yarn of above 175 deniers One rupee and sixteen naye paise per pound of artificial silk yarn.

Provided that in the case of goods manufactured from yarns of different deniers to which different rates of drawback are applicable, the drawback in respect of the whole of such goods shall be allowed at the lowest of such rates.”

[No. 80/F. No. 34/113/59-Cus-IV]

G.S.R. 1219.—In exercise of the powers conferred by sub-section (3) of section 43B of the Sea Customs Act, 1878 (8 of 1878) and section 37 of the Central Excises and Salt Act, 1944 (1 of 1944), as in force in India and as applied to the State of Pondicherry, the Central Government hereby makes the following further amendment in the Customs and Central Excise Duties Export Drawback (General) Rules, 1959, the same having been previously published as required under the said sub-section (3) of section 43B, namely:—

Amendment

In the said rules, in the Second Schedule after item 46 and the entry relating thereto, the following shall be inserted, namely:—

“Gaskets”.

[No. 81/F. No. 34/158/59-Cus.IV]

CUSTOMS

New Delhi, the 7th November 1959

G.S.R. 1220.—In exercise of the powers conferred by sub-section (1) of section 43B of the Sea Customs Act, 1878 (8 of 1878), as in force in India and as applied to the State of Pondicherry, the Central Government hereby makes the following further amendment in the notification of the Government of India, in the Ministry of Finance (Department of Revenue) No. 296-Customs, dated the 6th December, 1958, namely:—

Amendment

In the Schedule to the said notification, after entry 89, the following entry shall be added, namely:—

“90. Mixed fabrics containing terylene.”

[No. 152/F. No. 34/60/59-Cus.IV]

G.S.R. 1221.—In exercise of the powers conferred by sub-section (1) of section 43B of the Sea Customs Act, 1878 (8 of 1878), as in force in India and as applied to the State of Pondicherry the Central Government hereby makes the following further amendment in the notification of the Government of India, in the Ministry of Finance (Department of Revenue) No. 296-Customs, dated the 6th December, 1958, namely:—

Amendment

In the Schedule to the said notification, after entry 90, the following entry shall be added, namely:—

“91. Gaskets”.

[No. 153/F. No. 34/158/59-Cus.IV]

M. A. RANGASWAMY, Dy. Secy.

(Department of Revenue)

CENTRAL EXCISES

New Delhi, the 7th November 1959

G.S.R. 1222.—In exercise of the powers conferred by rule 191-B of the Central Excise Rules, 1944, as in force in India and as applied to the State of Pondicherry, the Central Government hereby makes, with effect from the 29th October, 1959, the following further amendment in the notification of the Government of India in the Ministry of Finance (Department of Revenue) GSR No. 546, dated the 9th May, 1959, namely:—

In the Table annexed to the said notification, in column 2, the following entry shall be added at the end, namely:—

“(20) Cotton Handkerchiefs.”

[No. 88/59.]

G.S.R. 1223.—In exercise of the powers conferred by rule 109 of the Central Excise Rules, 1944, the Central Government hereby directs that the Keeranur Salt Factory situated at Kayalapatnam North Village, Tiruchendur Taluk, Tirunelveli District, Madras State, shall be closed with immediate effect for salt manufacture and that all the licences relating to the salt works comprised in the said factory which are in force immediately before the date of this notification shall stand cancelled forthwith.

[No. 89/59.]

L. M. KAUL, Dy. Secy.

MINISTRY OF COMMERCE AND INDUSTRY

(Department of Company Law Administration)

New Delhi, the 26th October 1959

THE COMPANIES (CENTRAL GOVERNMENT'S) GENERAL RULES AND FORMS, 1956.

G.S.R. 1224.—In exercise of the powers conferred by clauses (a) and (b) of sub-section (1) of section 642 of the Companies Act, 1956 (1 of 1956), the Central Government hereby makes the following amendment in the Companies (Central Government's) General Rules and Forms, 1956, namely:—

In the said Rules, for the existing proviso in rule 22, the following shall be substituted, namely:—

“Provided that any person who has to pay any such fee may pay it instead into any Government Treasury under the Head ‘XXXVI—Miscellaneous Departments—Registration of Joint Stock Companies.’”

[No. 5/10/59-PR.]

T. S. MENON, Under Secy.

MINISTRY OF TRANSPORT AND COMMUNICATIONS

(Department of Communications and Civil Aviation)

New Delhi, the 15th October 1959

G.S.R. 1225.—In exercise of the powers conferred by Section 5 of the Indian Aircraft Act, 1934 (22 of 1934), the Central Government hereby makes the following further amendments in the Indian Aircraft Rules, 1937, the same having been previously published as required by Section 14 of the said Act, namely:—

In the said Rules—

(1) In sub-rule (1) of rule 3, the definitions of “acrobatics” and “under way” shall be omitted;

(2) in rule 12—

(a) in sub-rule, for the words, figures and brackets “sub-rule (2) of rule 107” the following shall be substituted, namely:—

“paragraph 1.1 of Appendix A to Schedule IV”;

(b) in sub-rule (3), for the word and figures “rule 111”, the words and figures “paragraph 2 of Appendix A to Schedule IV” shall be substituted;

(c) in sub-rule (4), for the word and figures “rule 110” the following shall be substituted, namely:—

“paragraph 3.1 of Appendix A to Schedule IV”;

(3) For rule 16, the following rule shall be substituted, namely:—

“16. Every person shall comply with such Rules of the Air contained in Schedule IV to these rules as may be applicable to that person and every pilot and every person in charge of an aircraft shall take such steps as are practicable to secure that when the aircraft is in flight or is being manoeuvred on the land or water, a w

windscreens or side screens of the aircraft through which the pilots obtained the view forward or sideways are maintained in such a condition as not to obstruct his view";

- (4) rules 22 and 23 shall be omitted;
- (5) clause (a) of the proviso to rule 26 shall be omitted;
- (6) Part XII (rules 88 to 133) shall be omitted;
- (7) Part XII-A shall be renumbered as Part XII;
- (8) for Schedule IV, the following Schedule shall be substituted, namely:—

SCHEDULE IV

(See rule 10)

RULES OF THE AIR

SECTION 1—INTERPRETATION

NOTE.—Throughout the text of this Schedule the term "service" is used as an abstract noun to designate functions or "service rendered"; the term "unit" is used to designate a collective body performing a service.

For the purpose of this Schedule, the terms undermentioned shall have the following meanings:—

Acrobatic flight.—Manœuvres intentionally performed by an aircraft involving an abrupt change in its attitude, an abnormal attitude, or an abnormal variation in speed.

Aerodrome traffic.—All traffic on the manœuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome.

NOTE.—An aircraft is in the vicinity of an aerodrome when it is in, entering or leaving an aerodrome traffic circuit.

Air traffic.—All aircraft in flight or operating on the manœuvring area of an aerodrome.

Air traffic control clearance.—Authorization for an aircraft to proceed under conditions specified by an air traffic control unit.

Air traffic services

Flight information service.—A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.

Air traffic control service.—A service provided for the purpose of:—

- (1) preventing collisions:
 - (a) between aircraft; and
 - (b) on the manœuvring area between aircraft and obstructions; and
- (2) expediting and maintaining an orderly flow of air traffic.

Area Control Service.—Air traffic control service for IFR flights in control areas.

Approach control service.—Air traffic control service for arriving or departing IFR flights.

Aerodrome control service.—Air traffic control service for aerodrome traffic.

Alerting service.—A service provided to notify appropriate organization regarding aircraft in need of search and rescue aid, and assist such organization as required.

Air traffic services units

Flight information centre.—A unit established to provide flight information service and alerting service.

Air traffic control units

- (1) **Area control centre.**—A unit established to provide air traffic control service to IFR flights.

(2) *Approach control office.*—A unit established to provide air traffic control service to IFR flights, arriving at, or departing from, one or more aerodromes.

(3) *Aerodrome control tower.*—A unit established to provide air traffic control service to aerodrome traffic.

Alternate aerodrome.—An aerodrome specified in the flight plan to which a flight may proceed when it becomes inadvisable to land at the aerodrome of intended landing.

NOTE.—An alternate aerodrome may be the aerodrome of departure.

Altitude.—The vertical distance of a level, a point or an object considered as a point, measured from mean sea level.

Ceiling.—The height above the ground or water of the base of the lowest layer of cloud below 6,000 metres (20,000 feet) covering more than half the sky.

Controlled airspace.—An airspace of defined dimensions within which air traffic control service is provided to IFR flights.

Control Area.—A controlled airspace extending upwards from a specified height above the surface of the earth.

Control zone.—A controlled airspace extending upwards from the surface of the earth.

Cruising level.—A level maintained during a significant portion of a flight.

NOTE.—In this Schedule the word “level” except in the expression “flight level” designates the vertical position of an aircraft regardless of the reference, data or the units of vertical distance used. In airground communications a level will be expressed in terms of “altitudes”, “height” or a “flight level” depending upon the reference datum and the altimeter setting in use in a particular area.

Current flight plan.—The flight plan, including changes, if any, brought about by subsequent clearances.

Danger area.—A specified area within or over which there may exist activities constituting a potential danger to aircraft flying over it.

Expected approach time.—The time at which it is expected that an arriving aircraft will be cleared to commence approach for a landing.

Flight information region.—An airspace of defined dimensions within which flight information service and alerting service are provided.

Flight Plan.—Specified information provided to air traffic services units, relative to the intended flight of an aircraft.

Heading.—The direction in which the longitudinal axis of an aircraft is pointed, usually expressed in degrees from North (true, magnetic or compass).

Height.—(1) The vertical distance of a level, a point, or an object considered as a point, measured from a specified datum.

(2) The vertical dimension of an object.

NOTE.—The term “height” may also be used in a figurative sense for a dimension other than vertical, e.g., the height of a letter or a figure painted on a runway.

IFR.—The symbol used to designate the instrument flight rules.

IFR flight.—A flight conducted in accordance with the instrument flight rules.

IMC.—The symbol used to designate instrument meteorological conditions.

Instrument meteorological conditions.—Meteorological conditions expressed in terms of visibility distance from cloud and ceiling less than the minima specified for visual meteorological conditions.

NOTE.—The specified minima for visual meteorological conditions are contained in Section 4.

Manoeuvring area.—That part of an aerodrome to be used for the take-off and landing of aircraft and for the movement of aircraft associated with take-off and landing.

Quadrantal cruising levels.—Specified cruising levels determined in relation to a magnetic track within quadrants of the compass.

Reporting point.—A specified geographical location in relation to which the position of an aircraft can be reported.

Restricted area.—A specified area within the land areas of a State or territorial waters adjacent thereto, designated for other than air traffic control purposes over which the flight of aircraft is restricted in accordance with certain specified conditions.

Track.—The projection on the earth's surface of the path of an aircraft, the direction of which at any point is usually expressed in degrees from north (true or magnetic).

VFR.—The symbol used to designate the visual flight rules.

VFR flights.—A flight conducted in accordance with the visual flight rules.

Visual meteorological conditions.—Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling equal to or better than specified minima.

NOTE.—The specified minima are contained in Section 4.

VMC.—The symbol used to designate visual meteorological conditions.

Visibility.—The ability, as determined by atmospheric conditions and expressed in units of distance, to see and identify prominent unlighted objects by day and prominent lighted objects by night.

Flight visibility.—The average range of visibility forward from the cockpit of an aircraft in flight.

Ground visibility.—The visibility at an aerodrome as reported by an accredited observer.

SECTION 2—APPLICABILITY OF THE RULES OF THE AIR

2.1. Compliance with the Rules of the Air

The operation of an aircraft either in flight or on the manoeuvring area of an aerodrome shall be in compliance with the General Rules (Section 3) and, in addition, when in flight either with:

- (a) the Visual Flight Rules (Section 4); or
- (b) the Instrument Flight Rules (Section 5).

NOTE 1.—A Pilot may elect to fly in accordance with Instrument Flight Rules in visual meteorological conditions or he may be required to do so by the appropriate Air Traffic Service Unit.

NOTE 2.—During the hours of darkness the choice of rules is limited in that compliance with Instrument Flight Rules is compulsory under the following circumstances, although a flight is operated in Visual meteorological conditions:—

- (a) When operated during night, with the exception of such local flights as may be exempted by Air Traffic Control.

For this purpose local flight is a flight wholly conducted in the immediate vicinity of an aerodrome.

- (b) When operated more than 100 nautical miles seaward from the shore line.

The Director General may prescribe, from time to time, certain further restrictions in the choice of rules by requiring compliance with Instrument Flight Rules under circumstances not mentioned above.

2.2. *Responsibility for compliance with the Rules of the Air*

2.2.1. Responsibility of Pilot-in-command.—The Pilot-in-command of an aircraft shall, whether manipulating the controls or not, be responsible for the operation of the aircraft in accordance with the Rules of the Air, except that he may depart from these Rules in circumstances that render such departure absolutely necessary in the interests of safety.

2.2.2. Preflight action.—Before beginning a flight, the Pilot-in-Command of an aircraft shall familiarise himself with all available information appropriate to the intended operation. Preflight action for flights away from the vicinity of an aerodrome, and for all IFR flights shall include a careful study of available current weather reports and forecasts, taking in consideration fuel requirements and an alternative course of action if the flight cannot be completed as planned.

2.3. *Special Orders relative to Navigation of Aircraft*

Subject to the provisions of the Act and the rules made thereunder, the Director General shall have power to issue any special directions relating to navigation of aircraft. It shall be obligatory for all owners, pilots or crews of aircraft to obey such directions. These special directions may be published in Notices to Airmen (NOTAMS), Aeronautical Information Publications (AIP) or Civil Aviation Circulars.

SECTION 3—GENERAL RULES

3.1. *Protection of persons and property*

3.1.1. Minimum safe heights.—Except when necessary for taking off or landing or except by permission from the appropriate air traffic control unit, aircraft shall not be flown—

- (a) over the congested areas of cities, towns, or settlements or over an open-air assembly of persons, unless at such a height as will permit, in the event of an emergency arising, a landing to be made without undue hazard to persons or property on the surface; this height shall not be less than 300 metres (1,000 feet) above the highest obstacle within a radius of 600 metres (2,000 feet) from the aircraft;
- (b) elsewhere than as specified in clause (a) above, at a height less than 150 metres (500 feet) above the ground or water.

3.1.2. Acrobatic flight.—(a) No person shall fly an aircraft acrobatically—

- (i) so as to constitute a hazard to air traffic;
- (ii) in the vicinity of an aerodrome at a distance of less than two nautical miles from the nearest point of the perimeter of the aerodrome unless being flown at a greater height than 1,800 metres (6,000 feet);
- (iii) when flying over any city, town, village site or populous area; or

- (iv) when flying over any meeting for public games or sports or other public assem v, except where a request for such flying has been made in writing by the promoters of such meeting or assembly.

3.1.2.2. When an aircraft is used for acrobatics—

- (i) it shall be flown by a licensed pilot, or, if it is flown by a person for the purpose of qualifying for a licence under these rules, such person shall be accompanied by a licensed pilot instructor;
- (ii) if passengers are carried, whether the carriage is public transport or not, their previous consent to the performance of acrobatics shall be obtained in writing;
- (iii) the pilot or person in charge of the aircraft shall satisfy himself before commencing the flight that every person carried in the aircraft is properly secured by safety belts, and
- (iv) the acrobatics shall be carried out at a height above the ground not less than 600 metres (2,000 feet), or such lower altitude as the Central Government may permit by special order in writing.

3.1.3. *Airspace restrictions.*—Aircraft shall not be flown over areas where there are flight restrictions, the particulars of which have been duly published, except in accordance with the conditions of the restriction or by permission in writing of the Director General.

3.2. *Avoidance of collisions*

3.2.1. *Proximity*

3.2.1.1. An aircraft shall not be operated in such proximity to other aircraft as to create a collision hazard.

3.2.1.2. Aircraft shall not be flown in formation except by pre-arrangement with the appropriate Air Traffic Service Unit.

3.2.2. *Right-of-way.*—The aircraft that has the right-of-way shall maintain its heading and speed, but nothing in this Schedule shall relieve the pilot-in-command of an aircraft from the responsibility of taking such action as will best avert collision. An aircraft that is obliged to keep out of the way of another as specified hereunder, shall avoid passing over or under the other or crossing ahead of it, unless passing well clear.

3.2.2.1. *Approaching head-on.*—When two aircraft are approaching head-on or approximately so and there is danger of collision, each shall alter its heading to the right.

3.2.2.2. *Converging.*—When two aircraft are converging at approximately the same altitude, the aircraft that has the other on its right shall give way, except as follows:—

- (i) power-driven heavier-than-air aircraft shall give way to airships, gliders and balloons;
- (ii) Airships shall give way to gliders and balloons;
- (iii) Gliders shall give way to balloons;
- (iv) Power-driven aircraft shall give way to aircraft which are seen to be towing other aircraft or objects.

3.2.2.3. *Overtaking.*—An aircraft that is being overtaken has the right-of-way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering its heading to the right, and no subsequent change in the relative positions of the two aircraft shall absolve the overtaking aircraft from this obligation until it is entirely past and clear.

NOTE.—An overtaking aircraft is an aircraft that approaches another from the rear on a line forming an angle of less than 70 degree with the plane of symmetry of the latter, i.e., is in such a position with reference to the other aircraft that at night it should be unable to see either of the aircraft's navigation lights specified in Appendix B.

3.2.2.4. Landing.—(i) An aircraft in flight, or operating on the ground or water, shall give way to other aircraft landing or on final approach to land.

(ii) When two or more heavier-than-air aircraft are approaching an aerodrome for the purpose of landing, aircraft at the higher altitude shall give way to aircraft at the lower altitude, but the latter shall not take advantage of this rule to cut-in in front of another which is on final approach to land, or to overtake that aircraft. Nevertheless, power-driven heavier-than-air aircraft shall give way to gliders.

(iii) **Emergency landing.**—An aircraft that is aware that another is compelled to land shall give way to that aircraft.

3.2.2.5. Taking-off.—An aircraft about to take off shall not attempt to do so until there is no apparent risk of collision with other aircraft.

3.2.3. Towing objects.—No object shall be towed by an aircraft except in accordance with requirements prescribed by the Central Government.

3.2.4. Lights to be displayed by aircraft.—Between sunset and sunrise, or such other period as may be prescribed by the Director General—

- (a) All aircraft in flight or operating on the manoeuvring area of an aerodrome shall display lights as described in Appendix B. No other lights shall be displayed by such aircraft, if they are likely to be mistaken for the lights defined in Appendix B;

Provided that nothing herein shall prevent the use of lamps fitted to the exterior of the aircraft for the purpose of—

- (i) enabling the operating crew to inspect the exterior during flight, or
(ii) enabling the aircraft to be more readily detected at considerable distances by other aircraft at night,

being in either case lamps so designed, fitted and operated that the lights shown thereby cannot be mistaken for, and do not obscure or otherwise impair the visibility of, any light to be shown by the aircraft pursuant to this Section.

- (b) At all aerodromes used or available for night flying, all aircraft parked, at, or being moved on, such an aerodrome shall be clearly illuminated or lighted or the area which they occupy marked with obstruction lights.

NOTE.—For aircraft on the water, see 3.2.7.2.

3.2.5. Simulated instrument flights.—An aircraft shall not be flown under simulated instrument flight conditions unless:

- (a) fully functioning dual controls are installed in the aircraft; and
(b) a competent pilot occupies a control seat to act as safety pilot for the person who is flying under simulated instrument conditions. The safety pilot shall have adequate vision forward and to each side of the aircraft, or a competent observer in communication with the safety pilot shall occupy a position in the aircraft from which his field of vision adequately supplements that of the safety pilot.

3.2.6. Operation on and in the vicinity of an aerodrome.

3.2.6.1. The pilot-in-command of an aircraft operated on or in the vicinity of an aerodrome shall:

- (i) observe other aerodrome traffic for the purpose of avoiding collision;
(ii) conform with or avoid the pattern of traffic formed by other aircraft in operation;

- (iii) make all turns to the left, when approaching for a landing and after taking off, unless otherwise instructed;
- (iv) land and take off into the wind unless safety or air traffic considerations determine that a different direction is preferable.

3.2.6.2. When an aerodrome control tower is in operation at an aerodrome, the pilot-in-command shall also:

- (i) maintain a continuous listening watch on the appropriate radio frequency of the aerodrome control tower, unless under approach control service furnished by another air traffic control unit, or if this is not possible, keep a watch for such instructions as may be issued by visual signals; and
- (ii) obtain either by radio or by visual signals prior authorization for any manoeuvre preparatory to or associated with taxiing, landing or take-off.

3.2.6.3. No fixed balloon or kite should be elevated in the vicinity of an aerodrome without special authorization of the Director General.

3.2.7. Water operations

3.2.7.1. When two aircraft or an aircraft and a vessel are approaching one another and there is a risk of collision, the aircraft shall proceed with careful regard to existing circumstances and conditions including the limitations of the respective craft.

- (i) *Converging.*—An aircraft which has another aircraft or a vessel on its right shall give way so as to keep well clear.
- (ii) *Approaching head-on.*—An aircraft approaching another aircraft or a vessel head-on, or approximately so, shall alter its heading to the right to keep well clear.
- (iii) *Overtaking.*—The aircraft or vessel which is being overtaken has the right of way, and the one overtaking shall alter its heading to keep well clear.
- (iv) *Landing and taking off.*—An aircraft landing on or taking off from the water shall, so far as practicable, keep well clear of all vessels and avoid impeding their navigation.

3.2.7.2. *Lights to be displayed by aircraft on the water.*—Between sunset and sunrise, or such other period as may be prescribed by the Director General, all aircraft on the water shall display lights as described in Appendix B, unless within especially exempted area. No other lights shall be displayed by such aircraft if they are likely to be mistaken for the lights described in Appendix B.

3.2.7.3. Subject to the requirements specified in this Schedule, every aircraft manoeuvring under its own power on water shall, in addition to those covered by 3.2.7.1 and 3.2.7.2 above, conform to the regulations for preventing collisions at sea and for the purposes of these regulations shall be deemed to be a steam vessel.

3.2.8. *Failure of lights.*—In the event of the failure of any light which is required under this Schedule to be displayed by aircraft in flight the aircraft concerned shall, if the light cannot immediately be repaired or replaced in flight, land as soon as it can do so without danger.

3.3. Information of flights

3.3.1. *Flight plans.*—A flight plan required by the instrument flight rules or when submitted for facilitating search and rescue or for any other reason shall be in the form prescribed in Appendix D. No deviation shall be made from a flight plan, without informing the appropriate air traffic services unit as soon as practicable.

3.3.2. *Report of arrival.*—A report of arrival shall be made to the appropriate air traffic services unit at the earliest practicable moment after the arrival of any flight for which a flight plan has been provided.

3.4. Signals, Ground Markings and Lights

3.4.1. Upon observing or receiving any of the signals given in Appendix A, aircraft shall take such action as may be required by the interpretation of the signal given in that Appendix.

3.4.2. The signals specified in Appendix A shall be used only for the purpose indicated therein and no other signals likely to be confused with them shall be used.

3.4.3. The ground markings and lights to be displayed at or in the neighbourhood of aerodromes shall be as prescribed in Appendix A.

3.5. Air Traffic control service

3.5.1. Air traffic control clearances

3.5.1.1. An aircraft shall be operated in compliance with air traffic control clearances received.

3.5.1.2. Whenever an aircraft has requested a clearance involving priority, a report explaining the necessity for such priority shall be submitted, if requested by the appropriate air traffic control unit.

SECTION 4—VISUAL FLIGHT RULES

4.1. VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in the following table, except as otherwise authorized by the appropriate air traffic control unit for VFR flights within control zones.

| | 1. Within controlled air space. 2. Outside controlled airspace at 200 metres (700 feet) or more from the ground or water. | Outside controlled air space below 200 metres (700 feet) from the ground or water. |
|----------------------|--|--|
| Flight visibility | 5 Km. (3 miles) | 1.5 Km. (1 mile) |
| Distance from clouds | 600 metres (2,000 feet) horizontally. 150 metres (500 feet) vertically. | Clear of clouds. |

4.2. VFR flight within a control zone shall not be conducted if the ground visibility is less than 5 Km. (3 miles) or if the ceiling is less than 300 metres (1,000 feet) at the aerodrome concerned, except when authorised by the appropriate air traffic control unit.

4.3. VFR flights outside controlled airspace at a height of less than 200 metres (700 feet) above the ground or water shall maintain sight of the ground or water.

SECTION 5—INSTRUMENT FLIGHT RULES

5.1. Rules applicable to all IFR flights

5.1.1. *Aircraft equipment.*—Aircraft shall be equipped with suitable instruments and with radio navigation apparatus appropriate to the route to be flown.

5.1.2. *Minimum heights.*—Except when necessary for take-off or landing, or except when specifically authorised by the appropriate air traffic services unit, aircraft shall be flown at a height of at least 300 metres (1,000 feet) above the highest obstacle located within 8 Km. (5 miles) of the estimated position of the aircraft in flight.

5.2. Rules applicable to IFR flights outside of controlled Airspace

Cruising levels.—Except when climbing or descending, an IFR flight operating outside controlled airspace shall be flown at a quadrantal cruising level appropriate to its magnetic track as indicated in the table in Appendix C.

5.3. Rules applicable to IFR flights within controlled Airspace

5.3.1. *IFR air traffic control clearance and adherence to it.*—An air traffic control clearance shall be obtained prior to operating an IFR flight or a portion of a flight as an IFR flight in controlled airspace. Such clearance shall be requested

through the submission of a flight plan to an air traffic control unit. No deviations shall be made from the requirements of an air traffic control clearance unless an emergency situation arises necessitating immediate action, in which case, as soon as possible after such emergency authority is exercised, the aircraft shall inform the appropriate air traffic control unit of the deviations and, if necessary obtain an amended clearance.

5.3.2. Position reports.—The time and level of passing each designated reporting point, or the reporting points specified by the appropriate air traffic control unit, together with any other required information, shall be reported by radio as soon as possible to the appropriate air traffic control unit. In the absence of designated reporting points, position reports shall be made at intervals specified by the appropriate air traffic control unit or by the Director General.

5.3.3. Termination of control.—When an IFR flight operating under the air traffic control service has landed, or leaves a controlled airspace and is no longer subject to air traffic control service, the appropriate air traffic control unit shall be notified as soon as possible.

5.3.4. Change from an IFR flight to a VFR flight

5.3.4.1. When an aircraft decides to change from compliance with instrument flight rules to compliance with visual flight rules while within controlled airspace, the appropriate air traffic control unit shall be notified.

5.3.4.2. When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions, the flight plan shall not be cancelled unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

5.3.5. Communications

5.3.5.1. An aircraft shall not be flown on an IFR flight within controlled airspace unless a continuous listening watch is maintained on the appropriate radio frequency of, and two-way communication can be established as necessary with the appropriate air traffic control unit.

5.3.5.2. Communication failure.—If a radio failure precludes compliance with 5.3.5.1, the aircraft shall:

(1) If in visual meteorological conditions:

- (i) continue to fly in visual meteorological conditions; and
- (ii) land at the most suitable aerodrome.

(2) If in instrument meteorological conditions or when weather conditions are such that it does not appear feasible to complete the flight in accordance with (1) above:

- (i) Proceed according to the current flight plan, maintaining the last acknowledged assigned cruising level (or levels) for the portion of the route for which the aircraft has received clearance, and thereafter at the cruising level (or levels) indicated in the current flight plan; and
- (ii) arrange the flight so as to arrive as closely as possible to his estimated time of arrival; and
- (iii) commence descent as nearly as possible to the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, as nearly as possible to the estimated time of arrival specified in the flight plan.

APPENDIX A—SIGNALS, GROUND MARKINGS AND LIGHTS

(See 3.4 of Schedule IV)

1. Distress, urgency and safety signals

NOTE 1.—None of the provisions in this section shall prevent the use, by an aircraft in distress, of any means at its disposal to attract attention, make known its position and obtain help.

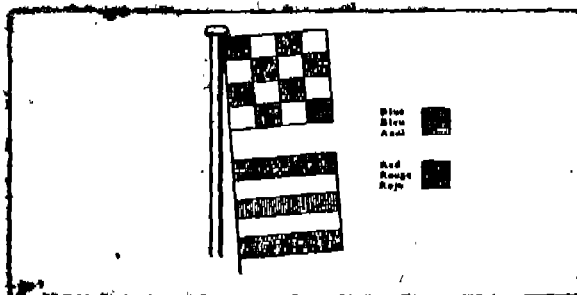
NOTE 2.—For full details of tele-communication transmission procedures for the distress, urgency and safety signals, see ICAO, Annex 10, Part III, Chapter 5.

1.1. Distress signals.—The following signals, used either together or separately, mean that grave and imminent danger threatens, and immediate assistance is requested:

- (a) A signal made by radio-telegraphy or by any other signalling method consisting of the group SOS (... --- ...) in the Morse Code);

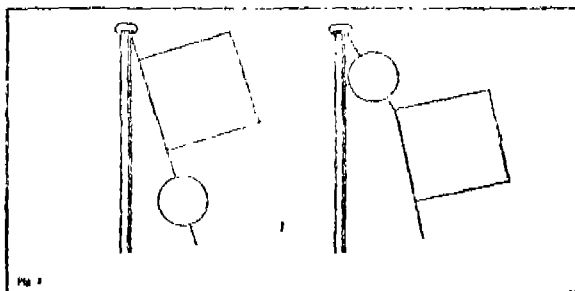
- (b) A signal sent by radio-telephony consisting of the spoken word "Mayday";
- (c) Rockets or shells throwing red lights, fired one at a time at short intervals;
- (d) A parachute flare showing a red light;
- (e) The two-flag signal corresponding to the letter NC of the International Code of Signals (Fig. 1);

(Fig. 1).



- (f) A signal consisting of a square flag having above it or below it a ball or anything resembling a ball (Fig. 2);

(Fig. 2).



- (g) A gun or other explosive signal fired at intervals of about a minute.

1.2. Urgency signals

1.2.1. The following signals, used either together or separately, mean that an aircraft wishes to give notice of difficulties which compel it to land without requiring immediate assistance:

- (i) the repeated switching on and off of the landing lights; or
- (ii) the repeated switching on and off of the navigation lights; or
- (iii) a succession of white pyrotechnical lights.

1.2.2. The following signals used either together or separately, mean that an aircraft has a very urgent message to transmit concerning the safety of a ship, an aircraft or other vehicle, or of some person on board or within sight:—

- (i) a signal made by radiotelegraphy or by any other signalling method consisting of the group XXX;
- (ii) a signal sent by radiotelephony consisting of the spoken word PAN;
- (iii) a succession of green pyrotechnical lights;
- (iv) a succession of green flashes with signal apparatus.

1.3. Safety signals.—The following signals, used either together or separately, mean that an aircraft is about to transmit a message concerning the safety of navigation or giving important meteorological warnings:—

- (a) a signal made by radiotelegraphy or by any other signalling method consisting of the group TTT;
- (b) a signal sent by radiotelephony consisting of the spoken word SECURITE (pronounced "Say-cure-e-tay").

2. Visual signals used to warn an aircraft that it is flying in the vicinity of a restricted, prohibited or danger area

By day and by night, a series of projectiles discharged at intervals of 10 seconds, each showing, on bursting, red and green lights or stars will indicate to an aircraft that it is flying in the vicinity of a restricted, prohibited or danger area, and that the aircraft is to take such remedial action as may be necessary.

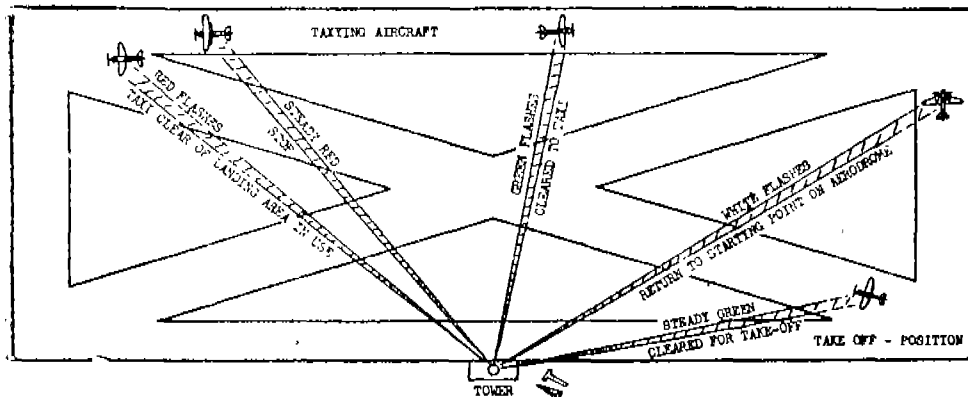
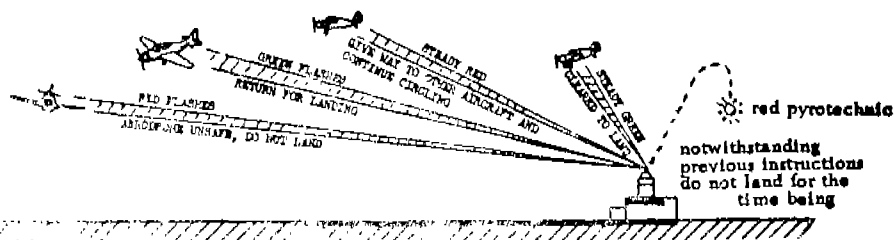
NOTE.—These signals may be emitted either from the ground or from another aircraft.

3. Signals for the control of aerodrome traffic

3.1. Light signals.—From aerodrome control to (Fig. 3):

| Direct Light towards aircraft concerned | Air craft in flight | Aircraft on the ground |
|---|---|---|
| Directed towards aircraft concerned | | |
| Steady green | CLEARED TO LAND | CLEARED FOR TAKE-OFF |
| Steady red | GIVE WAY TO OTHER AIRCRAFT AND CONTINUE CIRCLING. | STOP |
| Series of green flashes | RETURN FOR LANDING* | CLEARED TO TAXI |
| Series of red flashes | AERODROME UNSAFE, DO NOT LAND | TAXI CLEAR OF LANDING AREA IN USE |
| Series of white flashes | | RETURN TO STARTING POINT ON THE AERODROME |
| Red pyrotechnical light | NOTWITHSTANDING ANY PREVIOUS INSTRUCTIONS, DO NOT LAND FOR THE TIME BEING | |

* Authorization to land will be thereafter given as a steady green light. (Fig. 3).



3.2. *Prohibition of landing.*—A horizontal red square panel with yellow diagonals (Fig. 4) indicates that landings at the aerodrome concerned are prohibited and that the prohibition is liable to be prolonged.

(Fig. 4).

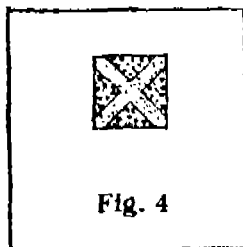


Fig. 4

3.3. *Need for special precautions while approaching or landing.*—A horizontal red square panel with one yellow diagonal (Fig. 5) indicates that owing to the bad state of the manoeuvring area, or for any other reason, special precautions must be observed in approaching to land or in landing.

(Fig. 5).

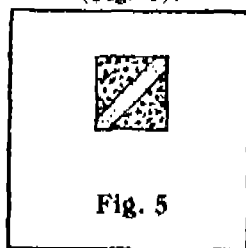


Fig. 5

3.4. *Use of runways and taxiways*

3.4.1. A horizontal white dumb-bell (Fig. 6) indicates that aircraft are required to land, take-off and taxi on runways and taxiways only.

(Fig. 6).

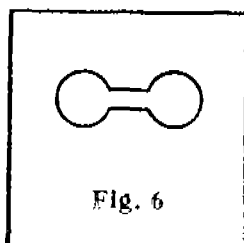


Fig. 6

3.4.2. The same horizontal white dumb-bell as in 3.4.1 but with a black bar placed perpendicular to shaft across each circular portion of the dumb-bell (Fig. 7) indicates that aircraft a/c required to land and take-off on runways only, but other manoeuvres need not be confined to runways and taxiways.

(Fig. 7).

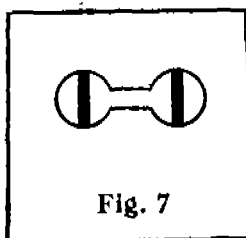
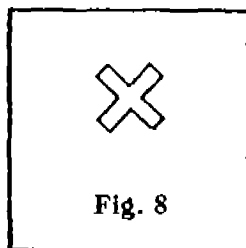


Fig. 7

3.5. *Unserviceability of the manoeuvring area.*—Crosses of a single conspicuous colour, preferably white (Fig. 8) displayed horizontally on the manoeuvring area indicate an area unfit for the movement of aircraft.

(Fig. 8).

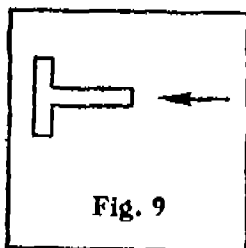


3.6. *Directions for landing or take-off*

3.6.1. When either one or both of the following signals are used, they indicate the direction to be used by aircraft for landing or take-off as follows:—

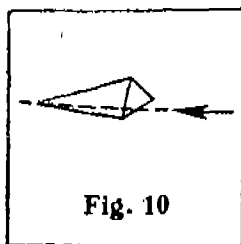
- (i) A horizontal white or orange landing "T" (Fig. 9) in a direction parallel to the shaft of the "T" towards the cross arm.

(Fig. 9).



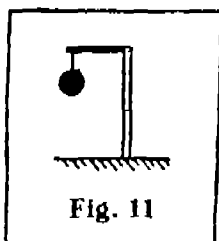
- (ii) A tetrahedron orange or black on the left side, white or aluminium on the right side when viewed from the back towards the apex, (Fig. 10) in the direction towards which the tetrahedron points.

(Fig. 10).



3.6.2. A black ball displayed on a mast (Fig. 11) and clearly visible to aircraft on the manoeuvring area indicates that the direction of take-off is to be verified with the aerodrome control tower.

(Fig. 11).



3.6.3. A white or orange disc displayed horizontally alongside the cross-piece of a landing "T" in line with its shaft (Fig. 12) is a cautionary signal indicating that a single direction is not being used for all landings and take-offs.

(Fig. 12).

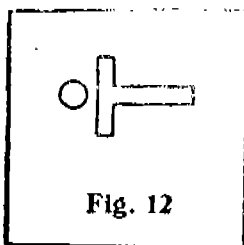


Fig. 12

3.6.4. A set of two digits (Fig. 13) displayed vertically at or near the aerodrome control tower indicates to aircraft on the manoeuvring area the direction for take-off, expressed in units of ten degrees to the nearest ten degrees of the magnetic compass.

(Fig. 13).

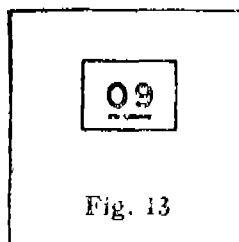


Fig. 13

3.7. *Right-hand traffic.*—When displayed in a signal area, or horizontally at the end of the runway or strip in use, a right-hand arrow of conspicuous colour (Fig. 14) indicates that circuits or partial circuits are to be made to the right before landing and after take-off.

(Fig. 14).

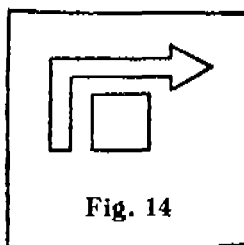


Fig. 14

3.8. *Aerodrome Control Reporting Office.*—The letter "C" displayed vertically in black against a yellow background (Fig. 15) indicates to aircraft on the manoeuvring area the place at which reports concerning air traffic services are made.

(Fig. 15).

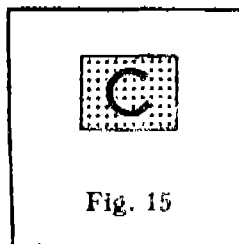


Fig. 15

4. Marshalling signals

4.1. From a signalman to an aircraft on the movement area

NOTE 1.—The signals are designed for use by the signalman facing the aircraft in a position:

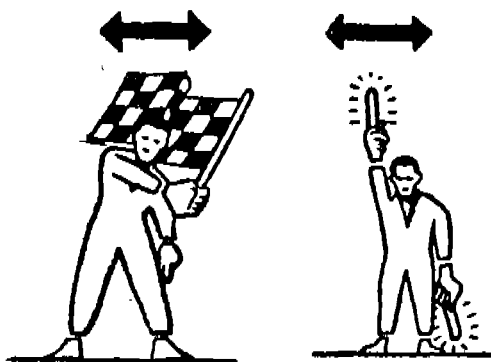
(a) for fixed-wing aircraft, forward of the left-wing tip within view of the pilot; and

(b) for helicopters, where he can best be seen by the pilot.

NOTE 2.—The meaning of these signals remains the same if bats, illuminated wands or torchlights are held.

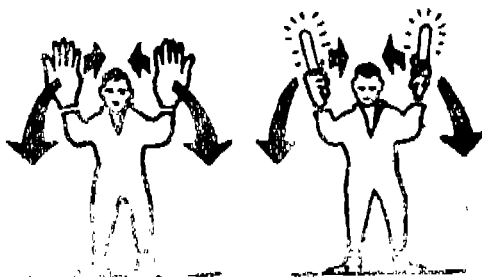
(a) TO PROCEED UNDER FURTHER GUIDANCE BY SIGNALMAN.

Signalman directs pilot if traffic conditions on aerodrome require this action.



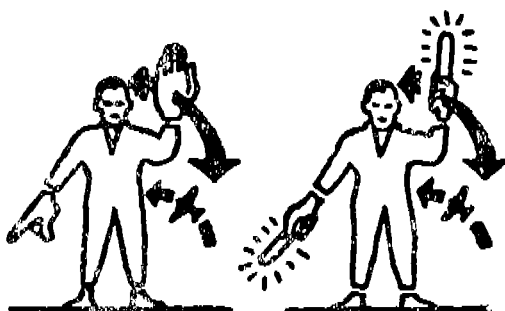
(b) STRAIGHT AHEAD

Arms a little aside and repeatedly moved upward-backward beckoning onwards.



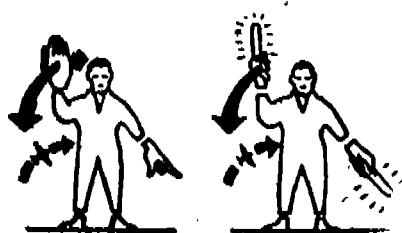
(c) (i) TURN TO YOUR LEFT

Right arm downward, left arm repeatedly moved upward-backward. Speed of arm movement indicating rate of turn.



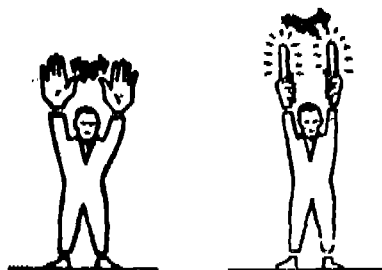
(c)(ii) TURN TO YOUR RIGHT.

Left arm downward, right arm repeatedly moved upward-backward. Speed of arm movement indicating rate of turn.



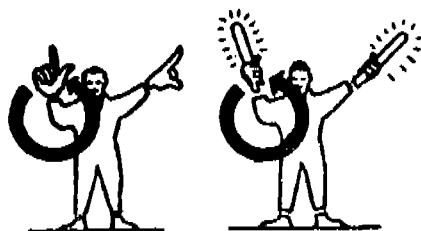
(d) STOP

Arms repeatedly crossed above head (the rapidity of the arm movement should be related to the urgency of the stop, i.e., the faster the movement the quicker the stop).



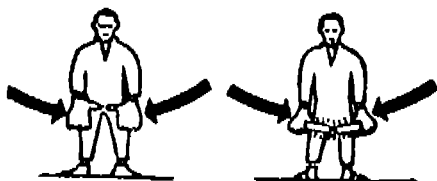
(e) START ENGINE

Circular motion of right hand at head level with left arm pointing to engine.



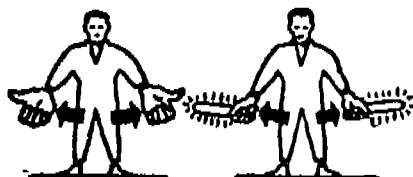
(f)(i) INSERT CHOCKS

Arms down palm facing inwards swing arms from extended position inwards.



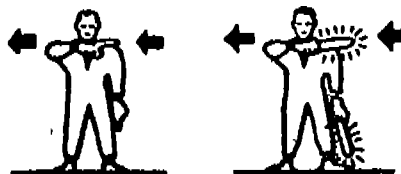
(f)(ii) CHOCKS AWAY

Arms down palms facing outwards swing arms out-wards.



(g) CUT MOTORS

Either arm and hand level with shoulder, hand across throat, palm downward.



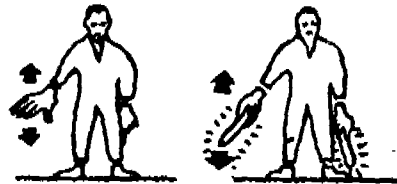
(h) SLOW DOWN

Arms down with palms toward grounds, then moved up and down several times.



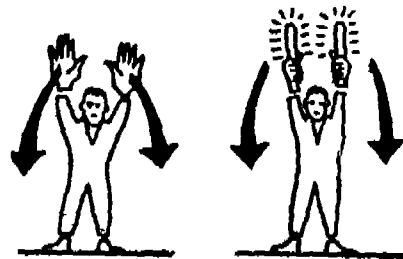
(i) SLOW DOWN
MOTOR(S) ON IN-
DICATED SIDE.

Arms down with palms toward grounds, then either right or left hand waved up and down indicating that left or right side motor (s) respectively should be slowed down.



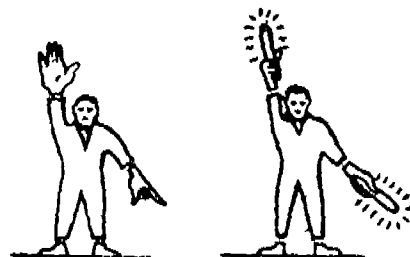
(j) STRAIGHT BACK

Arms above head in vertical position, palms facing forward, brought down quickly to horizontal forward position, repeating.



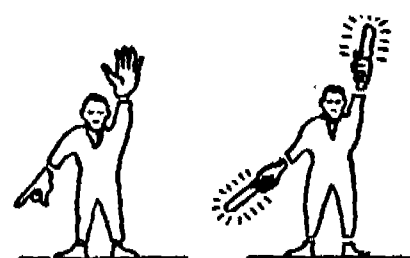
(k)(i) TURN WHILE
BACKING

For tail to star-board : point left arm down, and right arm brought from overhead vertical position to horizontal forward position, repeating right arm movement.



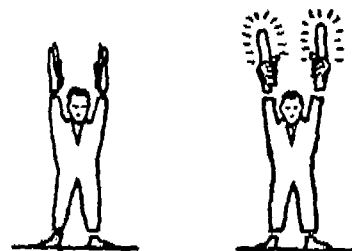
(k)(ii) TURNS WHILE
BACKING

For tail to port : point right arm down, and left arm brought from overhead, vertical position to horizontal forward position, repeating left arm movement.

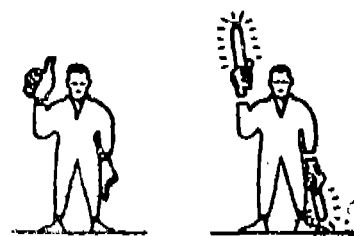


(l) THIS BAY

Arms above head in vertical position with palms facing inwards.



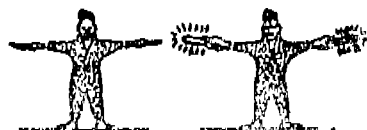
- (m) ALL CLEAR . Right arm raised at elbow with palm facing forward.



2. Additional signals for hovering Helicopters

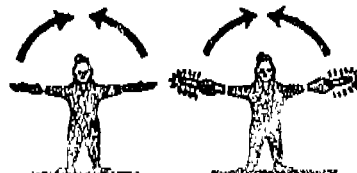
HOVER

Arms extended horizontally sideways.



MOVE UPTOWARDS

Arms extended horizontally to the side beckoning upwards, with palms turned up. Speed of movement indicates rate of ascent.



MOVE DOWNWARDS

Arms extended horizontally to the side beckoning downwards, with palms turned down. Speed of movement indicates rate of descent.



MOVE HORIZONTALLY SIGNALS

Appropriate arm extended horizontally sideways in direction of movement and other arm swung in front of body in same direction, in a repeating movement.



LAND

Arms crossed and extended downwards in front of the body.



5. Ground markings and lights

5.1. *Ground markings*.—At every land aerodrome open to public use, the boundaries of the manoeuvring area shall by means of suitable markings, be rendered clearly visible both to aircraft in the air and to aircraft manoeuvring on the manoeuvring area. In addition, a circle marking may be placed on the manoeuvring area. All obstructions existing on the manoeuvring area shall be clearly marked. In case part of the manoeuvring area should become unfit for use, this part shall be delimited by clearly visible markings of flags, and may, in addition, be indicated by one or more clearly visible crosses.

5.2. Ground lights

5.2.1. At every aerodrome open to public use and used for night flying, the following provisions shall apply during the working hours of the night service, namely:—

- (i) *Dangerous lights*.—No lights shall be exhibited at or in the neighbourhood of an aerodrome that may endanger the safety of aircraft, whether by reason of glare, or by causing confusion with or preventing clear visual reception of the lights or signals prescribed in this Schedule.
- (ii) *Lighting of obstructions*.—Fixed red lights shall be exhibited on all obstructions within the manoeuvring area which constitutes a danger to aircraft in motion in that area, and on all obstructions as defined in the Convention on International Civil Aviation concluded at Chicago on December 7, 1944, and the Annexes thereto, within the area defined in the said Convention and Annexes in so far as such convention has been accepted by the Central Government.

5.2.2. The Lighting of the landing area, approach to the landing area and the boundary of the landing area shall be as prescribed by the Central Government from time to time in compliance with the requirements of the Convention on International Civil Aviation concluded at Chicago on December 7, 1944, and the Annexes thereto, in so far as such convention has been accepted by the Central Government.

6. Sound signals

In fog, mist, falling snow, heavy rainstorms or any other conditions similarly restricting visibility, whether by day or night, a seaplane on the water shall make the following sound signals:—

- (a) When making way through the water shall sound at intervals of not more than two minutes a prolonged blast of from four to six seconds duration.
- (b) If not anchored or moored but stopped and making no way through the water shall sound at intervals of not more than two minutes, two prolonged blasts each of from four to six seconds duration with an interval of about one second between them.
- (c) If at anchor or moored shall at intervals of not more than one minute ring an efficient bell rapidly for about five seconds. A seaplane on the water unable to give the abovementioned signals shall make some other efficient sound signal at intervals of not more than one minute.

7. Speed to be moderate in fog, etc.

Seaplanes when taxiing on the water shall, in fog, mist, falling snow, heavy rainstorms or any other conditions similarly restricting visibility, whether by day or night, go at a moderate speed, having careful regard to the existing circumstances and conditions.

APPENDIX B

Lights to be displayed by aircraft
(See 3.2.4 and 3.2.7.2 of Schedule IV)

1. Lights to be displayed by aeroplanes

NOTE 1.—This Section describes the lights to be displayed in the air or on the ground only. The lights to be displayed by aeroplanes on the water are described in section 2 of this Appendix.

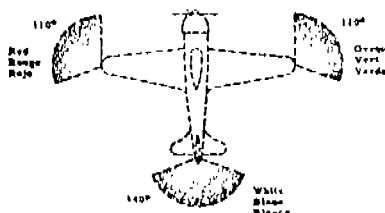
NOTE 2.—For the purpose of this Appendix;

- (a) The longitudinal axis of the aeroplane means a selected axis parallel to the direction of flight at a normal cruising speed, and passing through the centre of gravity of the aeroplane.
- (b) The horizontal plane of the aeroplane means the plane containing the longitudinal axis and perpendicular to the plane of symmetry of the aeroplane.
- (c) The vertical planes mean planes perpendicular to the horizontal plane defined in (b).

1.1. Navigation lights

1.1.1. Navigation lights to be displayed in accordance with 3.2.4 of Schedule IV are as follows (Fig. 16):

(Fig. 16).



- (i) an unobstructed red light projected above and below the horizontal plane through an angle from dead ahead to 110° to left (port);
- (ii) an unobstructed green light projected above and below the horizontal plane through an angle from dead ahead to 110° right (starboard);
- (iii) an unobstructed white light projected above and below the horizontal plane rearward through an angle of 140° equally distributed on the left (port) and right (starboard) sides.

1.1.2. The lights may appear either as steady or as flashing lights, and if the flashing system is used, either one or both of the following additional lights may be displayed:—

- (i) a flashing red rear light which alternates with the flashing white rear light;
- (ii) a flashing white light visible in all directions which alternates with the signal emitted by the lights described in 1.1.1(i), (ii) and (iii).

1.1.3. The minimum intensities of the lights specified in 1.1.1 shall be as follows:—

| <i>Light</i> | <i>Intensity in Candles</i> |
|-----------------------|-----------------------------|
| Port red light | 5 |
| Starboard green light | 5 |
| Rear light | 3 |

1.1.4. In addition wing tip clearance lights comprising steady lights of the colours described for the navigation lights 1.1.1(i) and (ii) may be provided if there are no navigation lights within 6 feet of the wing tips.

2. Lights to be displayed by aeroplanes on the water

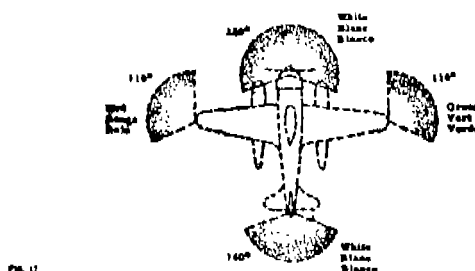
NOTE.—For the purpose of this section:—

- (a) An aeroplane on the surface of the water is "under way" when it is not aground or moored to the ground or to any fixed object on the land or in the water;
- (b) An aeroplane on the surface of the water is "under command" when it is able to execute manoeuvres as required by this schedule or by the International Regulations for Preventing Collisions at Sea;
- (c) An aeroplane on the surface of the water is "making way" when it is under way and has a velocity relative to the water.

Lights to be displayed in accordance with 3.2.7.2 of Schedule IV are as follows:—

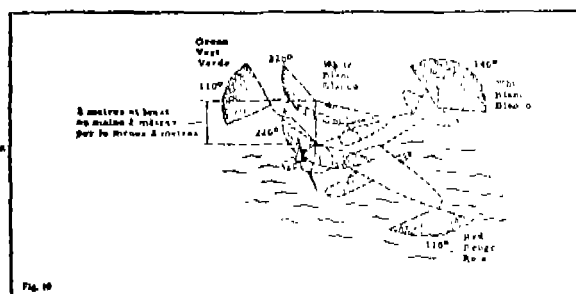
2.1. *When under way.*—The steady lights described in 1.1 and in addition a steady white light (Fig. 17) visible forward throughout a dihedral angle of 220° bisected by a vertical plane through the longitudinal axis of the aeroplane and visible at a distance of at least 3 nautical miles except that:

(Fig. 17).



- (a) when towing another aircraft or vessel, in addition a second steady white light (Fig. 18) of the same construction and character as the additional steady white light already mentioned and in a vertical line at least 2 metres (6 feet) above or below such light;

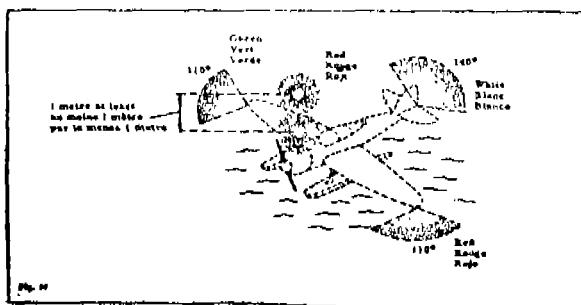
(Fig. 18).



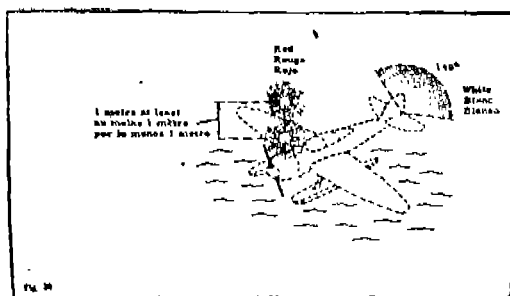
- (b) when being towed, only the steady lights described in 1.1;
- (c) when not under command, two steady red lights (Fig. 19) placed where they can best be seen, one vertically over the other and not less than 1 metre (3 feet) apart, and of such a character as to be visible all

around the horizon at a distance of at least 2 nautical miles and when not making way, no red and green lights described in 1.1 (Fig. 20).

(Fig. 19).



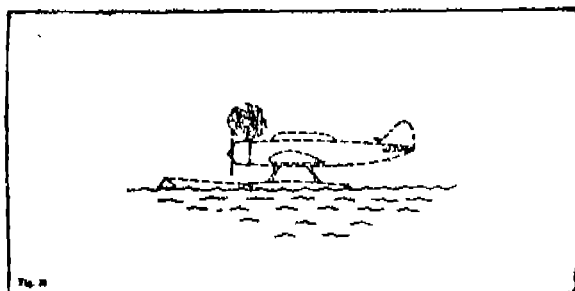
(Fig. 20).



2.2. When at anchor

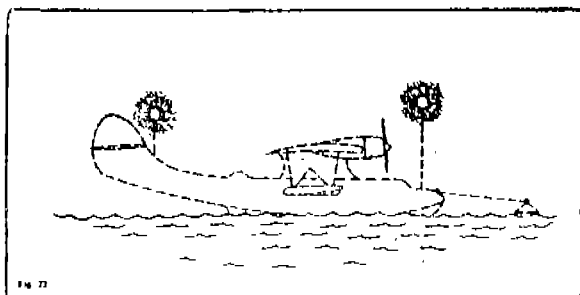
2.2.1. If less than 50 metres (150 feet) in length, where it can best be seen, a steady white light (Fig. 21) visible all around the horizon at a distance of at least 2 nautical miles.

(Fig. 21).



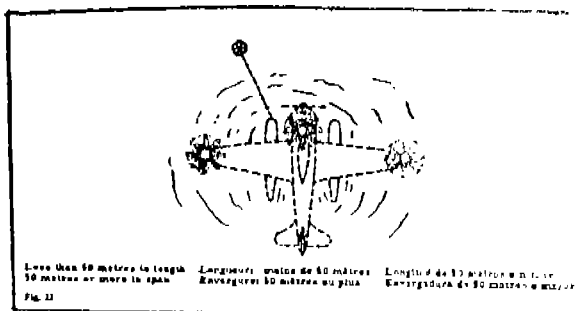
2.2.2. If 50 metres (150 feet) or more in length, where they can best be seen, a steady white forward light and a steady white rear light (Fig. 22) both visible all around the horizon at a distance of at least 3 nautical miles.

(Fig. 22).

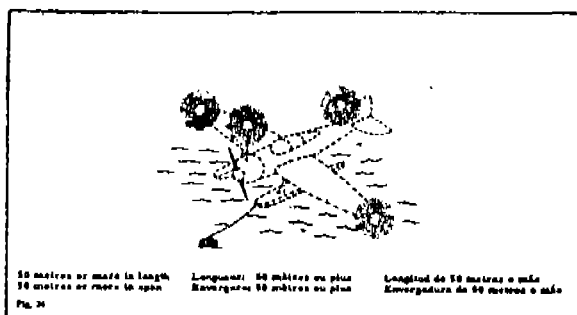


2.2.3. If 50 metres (150 feet) or more in span a steady white light on each side (Figs. 23 and 24) to indicate the maximum span and visible, so far as practicable, all around the horizon at a distance of at least 1 nautical mile.

(Fig. 23).



(Fig. 24).



2.3. When aground.—The lights prescribed in 2.2 and in addition two steady red lights in vertical line, at least 1 metre (3 feet) apart so placed as to be visible all around the horizon.

3. Lights to be displayed by gliders

Every glider in the air or on the manoeuvring area of an aerodrome shall display a red light visible, so far as practicable, in all directions.

4. *Lights and day markings to be displayed by balloons and kites*

4.1. *Free balloons*.—A free balloon shall display a red light placed not less than 5 metres (15 feet) or more than 10 metres (30 feet) below the basket, or the lowest part of the balloon if there is no basket, and visible, so far as practicable, in all directions at a distance of at least 2 nautical miles.

4.2. *Captive balloons and kites*.—In the case of a captive balloon or kite, lights shall be displayed in accordance with the following provisions, namely:—

- (i) When flown at an altitude exceeding 60 metres (180 feet) above the ground, or at any altitude if it is less than 3 nautical miles from an aerodrome or from a recognised air route, the balloon or kite shall display a white light placed 4 metres (12 feet) vertically above a red light, these lights being visible so far as practicable in all directions at a distance of at least 2 nautical miles, the upper white lights being placed not less than 5 metres (15 feet) or more than 10 metres (30 feet) below the basket, or, if there is no basket below the lowest part of the balloon or kite;
- (ii) In addition, from the mooring cable of the balloon or kite there shall be displayed at intervals of 300 metres (1,000 feet) measured from the said group of two lights, similar groups of two lights, one white and one red, and if the lowest group of lights is obscured by clouds, an additional group shall be displayed below the cloud base;
- (iii) in addition, the position of the object to which the balloon or kite is moored on the ground shall be marked by a group of three flashing lights, arranged on a horizontal plane at the apexes of a triangle approximately equilateral and measuring at least 25 metres (75 feet) on each side; the side of this triangle, perpendicular to the horizontal projection of the cable, shall be delimited by two red lights the third light shall be a green light placed opposite the direction of the cable.

4.3. *Day markings for captive balloons*.—By day, the mooring cable of a captive balloon shall have attached to it at intervals of not more than 200 metres (600 feet) measured from the basket or, if there is no basket, from the lowest part of the balloon, tubular streamers not less than 20 cm. (8 inches) in diameter and 2 metres (6 feet) in length, and marked with alternate bands of white and red 50 cm. (18 inches) in width.

4.4. *Day markings for kites*.—By day, the mooring cable of a kite shall be marked, either in the manner required under the preceding paragraph in the case of a captive balloon, or by streamers of stout paper attached to the cable at intervals of 100 metres (300 feet) measured from the lowest part of the kite, such streamers being not less than 75 cm. (30 inches) in length and one foot in width in their widest part and marked with the alternate bands of white and red 10 cm. (4 inches) wide.

5. *Lights to be displayed by airships*

5.1. Except as provided in 5.3 and 5.4 below, an airship when under way shall display the following lights, namely:—

- (a) forward, a white light fixed so as to show forward an unbroken light visible at distance of at least five nautical miles and throughout a dihedral angle of 220° formed by the two vertical planes and bisected by the plane of symmetry;
- (b) on the right side, a green light fixed so as to show an unbroken light visible at a distance of at least five nautical miles and throughout a dihedral angle of 110° formed by two vertical planes, of which one is parallel to the plane of symmetry and directed dead ahead and the other is directed to the right;
- (c) on the left side, a red light fixed so as to show an unbroken light visible at a distance of at least five nautical miles and throughout a dihedral angle of 110° formed by two vertical planes, of which one is parallel to the plane of symmetry and directed dead ahead and the other is directed to the left;
- (d) at the rear, a white light fixed so as to show astern an unbroken light visible at a distance of at least three nautical miles and throughout a dihedral angle of 140° formed by two vertical planes and bisected by the plane of symmetry.

5.2. In a case where, in order to comply with the provision of 5.1 above, a single light has to be replaced by several lights, the field of visibility of each of those lights shall be so limited that only one can be seen at a time.

5.3. An airship which is under way and which is not under control, or which has voluntarily stopped its engines or which is being towed, shall display the following lights, namely:—

- (a) the forward and rear lights required by clauses (a) and (b) of 5.1 above;
- (b) in addition, below the airship, two red lights, one placed vertically below the other 4 metres (12 feet) apart, the upper light being 8 metres (25 feet) below the control car and both being visible so far as practicable in all directions at a distance of not less than two nautical miles;
- (c) in addition, if making way but not otherwise, the side lights required by clauses (b) and (c) of 5.1 above.

5.4. By day, an airship in the circumstances mentioned in paragraph (3) above shall display two black balls or shapes each at least 60 cm. (2 feet) in diameter, one placed vertically below the other 4 metres (12 feet) apart, the upper one being 8 metres (24 feet) below the control car, and both being visible so far as practicable in all directions.

Where necessary in order to comply with this requirement, the said group of two black balls or shapes may be duplicated.

5.5. An airship when moored to a mooring mast shall display at or near the rear a white light visible, so far as practicable, in all directions at a distance of at least three nautical miles.

5.6. An airship, when moored to the ground or the surface of the water by a cable, shall display, forward, the white light required by clause (a) of 5.1 above, and at the rear, the white light required by clause (d) of 5.1 and in addition the airship and its mooring cable shall be lighted or marked in accordance with such of the provisions of section 4 above as are applicable in the case of a captive balloon.

5.7. An airship while picking up its moorings, although considered as being under way and not being under control, shall however display only the lights specified in 5.1 and 5.2 above until it is finally made fast.

APPENDIX C

Table of Quadrantal Cruising Levels

(See 5.2 of Schedule IV)

The cruising levels to be observed when so required by this Schedule are as follows :

Magnetic Track

| | From 000° to 089° | | From 090° to 179° | | From 180° to 269° | | From 270° to 359° | |
|------------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|
| | Feet | Metres | Feet | Metres | Feet | Metres | Feet | Metres |
| Quadrantal | 1,000 | 300 | 1,500 | 450 | 2,000 | 600 | 2,500 | 750 |
| Cruising | 3,000 | 900 | 3,500 | 1,050 | 4,000 | 1,200 | 4,500 | 1,350 |
| Levels | 5,000 | 1,500 | 5,000 | 1,700 | 6,000 | 1,850 | 6,500 | 2,000 |
| | 7,000 | 2,150 | 7,500 | 2,300 | 8,000 | 2,450 | 8,500 | 2,600 |
| | 9,000 | 2,750 | 9,500 | 2,900 | 10,000 | 3,050 | 10,500 | 3,200 |
| | 11,000 | 3,350 | 11,500 | 3,500 | 12,000 | 3,650 | 12,500 | 3,800 |
| | 13,000 | 3,950 | 13,500 | 4,100 | 14,000 | 4,250 | 14,500 | 4,400 |
| | 15,000 | 4,550 | 15,500 | 4,700 | 16,000 | 4,900 | 16,500 | 5,050 |
| | 17,000 | 5,200 | 17,500 | 5,350 | 18,000 | 5,500 | 18,500 | 5,650 |
| | 19,000 | 5,800 | 19,500 | 5,950 | 20,000 | 6,100 | 20,500 | 6,250 |
| | 21,000 | 6,400 | 21,500 | 6,550 | 22,000 | 6,700 | 22,500 | 6,850 |
| | 23,000 | 7,000 | 23,500 | 7,150 | 24,000 | 7,300 | 24,500 | 7,450 |
| | 25,000 | 7,600 | 25,500 | 7,750 | 26,000 | 7,900 | 26,500 | 8,100 |
| | 27,000 | 8,250 | 27,500 | 8,400 | 28,000 | 8,550 | 28,500 | 8,700 |
| | 29,000 | 8,850 | 29,500 | 9,000 | 30,000 | 9,150 | 30,500 | 9,300 |

APPENDIX D

Information concerning a proposed flight

(See 3.3.1 of Schedule IV)

FLIGHT PLAN

A flight plan shall contain such of the following information as is relevant. Flight plans for VFR flights normally contain only those elements in items (a) to (h) inclusive:—

- (a) radio identification to be used by the aircraft (radiotelephony and radiotelegraphy call signs as appropriate) or aircraft identification only for aircraft not equipped with radio;
- (b) type of aircraft, or in case of a formation flight, types and numbers involved;
- (c) aerodrome of departure;
- (d) cruising level (see Note 1) and when required, route to be followed (see Note 2) or, if more than one cruising level is to be used, all cruising levels with the portion of the route relevant to each, except that 'VFR' should be shown instead of a cruising level in case of VFR flights;
- (e) aerodrome of first intended landing;
- (f) proposed time of departure expressed as a four-figure group;
- (g) proposed true air speed at cruising levels;
- (h) estimated elapsed time until arrival over the point of first intended landing expressed as a four-figure group;
- (i) alternate aerodrome(s);
- (j) radio transmitting frequency or frequencies to be used;
- (k) navigation and approach aids carried in the aircraft (see note 3);
- (l) number of persons on board, name of the pilot and except where this is evident from other information filed, the identity of the operator of the particular flight concerned;
- (m) amount of fuel on board expressed in hours and minutes and weight if required;
- (n) any other pertinent information which the Pilot-in-Command of the aircraft or air traffic services units deem necessary for control purposes.

NOTE 1.—The units used for level(s), speed and weight in items (d), (g) and (m) shall be indicated and identified by the approved ICAO abbreviation.

NOTE 2.—When aircraft are equipped with standard regional route transmitting frequencies the abbreviation RUT shall be inserted in lieu of such frequencies.

NOTE 3.—Appropriate code figures from the following groups shall be used:—

- 1—ILS
- 2—SBA
- 3—DECCA
- 4—DME
- 5—VOR
- 6—GEE
- 7—LORAN
- 8—RADIO COMPASS

9. For the existing entry in column 2 against item 10 in Schedule VI the entry "Rule 16 and the rules in Schedule IV" shall be substituted.

[No. AR/1937(57)/F. No. 10-A/58-58.]

K. K. UNNI, Dy. Secy.

MINISTRY OF FOOD AND AGRICULTURE**(Department of Food)****ORDER***New Delhi, the 29th October 1959*

G.S.R. 1226.—Sugar Export.—In exercise of the powers conferred by sub-section (1) of Section 4 of the Sugar Export Promotion Act, 1958 (30 of 1958), the Central Government hereby makes the following further amendment in the Government of India in the Ministry of Food and Agriculture (Department of Food) Order No. G. S. R. 1218-Sugar Export, dated the 22nd December, 1958, namely:—

For the words "the 31st day of October, 1959" the words "the 31st day of January, 1960" shall be substituted.

[No. 44-2/58-SV.]

AMEER RAZA, Joint Secy.

(Department of Food)**ORDER***New Delhi, the 7th November 1959*

G.S.R. 1227.—In pursuance of sub-clause (b) of clause 2 of the Wheat Roller Flour Mills (Licensing and Control) Order, 1957, the Central Government hereby appoints the following officers as 'Inspectors' to exercise the powers and perform the duties of an Inspector under the said Order within their respective jurisdiction, namely:—

1. Shri S. N. Kulshreshtha, Assistant Director, Hapur;
2. Shri A. P. Malik, Assistant Director, Allahabad vice Shri R. S. Dwivedi;
3. Shri R. S. Dwivedi, Assistant Director, Rampur vice Shri Abdul Rashid;

and makes the following further amendments in the Government of India, Ministry of Food and Agriculture (Department of Food) notification No. S.R.O. 3082, dated the 25th September, 1957, namely:—

In the Schedule to the said notification.—

- (i) for the existing items 19 and 32, the following items shall respectively be substituted, namely:—

"19. Shri A. P. Malik, Assistant Director, Allahabad."

"32. Shri R. S. Dwivedi, Assistant Director, Rampur."

- (ii) after item 47, the following item shall be inserted, namely:—

"48. Shri S. N. Kulshreshtha, Assistant Director, Hapur."

[No. 7/1/59/FM.]

S. BANSI, Under Secy.

(Department of Agriculture)*New Delhi, the 28th October 1959*

G.S.R. 1228.—In exercise of the powers conferred by section 5 of the Destructive Insects and Pests Act, 1914 (2 of 1914), the Central Government hereby makes the following amendments in the Delhi Infected Articles (Detention, Inspection, Disinfection and Destruction) Rules, 1959, published in the notification of the Government of India, Ministry of Food and Agriculture (Department of Agriculture) G. S. R. No. 892, dated the 23rd July, 1959, namely:—

In rules 4 and 5(1) of the said Rules for the words "The Collector of Customs, Delhi", the following words shall be substituted, namely:—

"The Collector of Central Excise and Land Customs, Delhi".

[No. 6-3/59-PPS.]

P. N. SURI, Dy. Secy.

(Department of Agriculture)*New Delhi, the 2nd November 1959*

G.S.R. 1229.—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following amendment to the Ministry of Food and Agriculture (Recruitment to Technical Class I and II posts in the Dairy Division) Rules, 1958, published with the Notification of the Government of India in the Ministry of Food and Agriculture (Department of Agriculture) No. 1-19(2)/57-Estt. I, dated the 30th December, 1958, namely :—

In the Schedule to the said rules after item 5 and the entries relating thereto, the following item and entries shall be inserted, namely :—

Recruitment Rules for the post of Assistant Dairy Development Adviser (Milk Treatment Plant)

| Name of post | No. of post | Classification | Scale of pay | Whether selection post or non-selection post | Age limit for direct recruits | Educational and other qualifications required |
|---|-------------|---|--|--|-------------------------------|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Rs. | | | | | | |
| 6. Asstt. Dairy Development Adviser (Milk Treatment Plant). | One | General Central Service Class I (Gazetted) (non-Ministerial). | 600—40— 1000—1000 —1050— 1050— 1100— 1100— 1150. | Selection | Below 45 years. | <p><i>Essential :—</i></p> <p>(i) A degree or diploma in dairying of recognised University/Institute or a degree in Animal Husbandry or Agriculture.</p> <p>(ii) Post graduate training in dairying.</p> <p>(iii) About five years practical experience of work connected with modern milk treatment plants in a responsible capacity.</p> <p><i>Desirable :—</i></p> <p>(a) Knowledge of organisation and development of dairy industry in countries which have a well developed industry.</p> <p>(b) A good knowledge of constitution and working of milk boards.</p> |

in Ministry of Food and Agriculture (Department of Agriculture)

| Whether age and educational qualifications prescribed for the direct recruits will apply in the case of promotees | Period of probation if any | Method of rectt. whether by direct rectt. or by promotion or transfer & percentage of the vacancies to be filled by various methods | In case of rectt. by promotion/transfer, grades from which promotion to be made | If a D.P.C. exists what is its composition | Circumstances in which U. P. S.C. is to be consulted in making rectt. |
|---|----------------------------|---|--|--|---|
| 8 | 9 | 10 | 11 | 12 | 13 |
| Educational qualifications— Yes Age—No. | One year | By promotion, falling which by direct recruitment. | Promotion:—Technical officer (Class II) in the Dairy Division of the Department of Agriculture provided, they have put in at least 6 years service in the grade. | Class I D.P.C. | As required under the rules. |

[No. 11-6/59-Estt. I.]

I. D. KHANNA, Under Secy.

MINISTRY OF HEALTH

New Delhi, the 21st October 1959

G.S.R. 1230.—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following rules regulating the recruitment of persons to the General Central Service, Class III and IV posts in the Central Regional and Urban Planning Organisation, New Delhi, namely:—

1. **Short title.**—These rules may be called the General Central Service (Class III and IV posts in the Central Regional and Urban Planning Organisation, New Delhi) Recruitment Rules, 1959.

2. **Method of recruitment.**—The number, classification and scales of pay of the General Central Civil Service Class III and IV posts in the Central Regional and Urban Planning Organisation, New Delhi, specified in column I of the Schedule appended to these rules, and the method and other conditions of recruitment thereto shall be as shown in other relevant columns thereof:—

Provided that—

- (a) the maximum age limit specified in column 9 of the Schedule in respect of direct recruitment may be relaxed in the case of candidates belonging to the Schedule Castes/Tribes, Displaced persons and other special categories in accordance with the orders issued by the Government of India from time to time, and
- (b) no male candidate who has more than one wife living or no female candidate who has married a person having already a wife living shall be eligible for appointment unless the Central Government after being satisfied that there are special grounds for doing so, exempts any such candidate from the operation of this condition.

RECRUITMENT

CENTRAL REGIONAL AND URBAN

Percentage of posts to be filled by

| Name of post | Its classification; whether Gazetted or non-gazetted & whether ministerial or non-ministerial | Scale of pay | No. of posts | Direct Recruitment | By Selection | Seniority-cum-fitness | Transfer |
|--------------------------|---|--|--------------|--------------------|--------------|-----------------------|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | | Rs. | | | | | |
| 1. Stenographer | Ministerial Class III (non-gazetted). | 80—5—120— —EB—8 —200—10/2 —220. | 3 | .. | .. | .. | 100% failing which by direct recruitment. |
| 2. Upper Division Clerk. | Do. | Do. | 1 | .. | .. | .. | Do. |

RULES

PLANNING ORGANISATION

| For Direct Recruitment only | | | For promotion/ transfer only | Grades/Sources from which promotion/ transfer to be made |
|---|--|---|--|---|
| Age limit | Educational & other qualifications re- quired | Period of trial/ probation if any | Whether age & educational qualifications prescribed for direct recruitment will apply in case of apptt. by promotion/ transfer | |
| 9 | 10 | 11 | 12 | 13 |
| Minimum 18 years and maximum 25 years. | Matriculate possessing a speed of 100 W.P. M. in Short-hand & 40 W.P.M. in type- writing. | Two years | Yes | By transfer from the Town Planning Orga- nisation. |
| Do, | A Degree in Arts, Science or Commerce with at least one year's experience of case work in a Govt. or Semi-Govt. Office. | Two years | No | Either by promotion of Lower Division Clerks or transfer from the Town Planning Orga- nisation a minimum experience of three years in the lower post is necessary for pro- motion to this post. |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|--------------------------|---------------------------------------|-------------------------------|---|----|----|----|---|
| 3. Lower Division Clerk. | Ministerial Class III (non-gazetted). | 60—3—81— EB—4—125 —130. | I | .. | .. | .. | 100% failing which by direct recruitment. |
| 4. Peon | Class IV (non-gazetted). | 30—1/2—35 | I | .. | .. | .. | Do. |

| 9 | 10 | 11 | 12 | 13 |
|--|--|-------------|----|--|
| Minimum 18 years and maximum 25 years. | Matriculation with a speed of 40 W.P.M. in type-writing. | Two years . | .. | Transfer from the Town Planning Organisation |
| Do, | Middle School Standard pass. | Two years . | .. | Do. |

[No. F. 13-16/59-LSG.]

A. P. MATHUR, Under Secy.

MINISTRY OF EDUCATION*New Delhi, the 30th October 1959*

G.S.R. 1231.—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following rules regulating the recruitment of persons to certain Class I and Class II posts in the Central Bureau of Text-book Research in the Ministry of Education, namely:—

1. Short title and commencement.—(i) These rules may be called the Ministry of Education (Class I and Class II posts in the Central Bureau of Text-book Research) Recruitment Rules, 1959.

(ii) These rules shall come into force at once.

2. Application.—These rules shall apply to the posts specified in column 1 of the Schedule to these rules.

3. Number, Classification and scale of pay.—The number of posts, classification of the said posts and the scales of pay attached thereto shall be as specified in columns 2 to 4 of the said Schedule.

4. Method of recruitment, age-limit and other qualifications.—The method of recruitment to the said posts, age limit, qualifications and other matters connected therewith shall be as specified in columns 5 to 13 of the Schedule aforesaid.

Provided that:—

- (a) the maximum age limit prescribed for direct recruitment may be relaxed in the case of candidates belonging to the scheduled castes and scheduled tribes and other special categories in accordance with the orders issued by the Central Government from time to time; and
- (b) no male candidate who has more than one wife living and no female candidate who has married a person having already a wife living shall be eligible for appointment, unless the Central Government, after having been satisfied that there are special grounds for doing so, exempts any such candidate from the operation of this rule.

Recruitment Rules for the Posts of Director, Research Officer and Documentalist,

| Name of post | No. of posts | Classification | Scale of pay | Whether selection post or non-selection post | Age limit for direct recruits |
|--------------|--------------|-----------------------------|------------------|--|-------------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1. Director | One | G. C. S. Class I (Gazetted) | Rs. 800—40—1000. | Not applicable. | Below 45 years. |

| | | | | | |
|---------------------|---|---|-------------------------|-----------------|-----------------|
| 2. Research Officer | 7 | G. C. S. Class II (Gazetted, Ministerial) | 350—350—380—380—30—590. | Not applicable. | Below 35 years. |
| 1. History | | | | | |
| 2. Economics | | | | | |
| 3. English | | | | | |
| 4. Hindi | | | | | |
| 5. Mathematics | | | | | |
| 6. Geography | | | | | |
| 7. Science | | | | | |

Central Bureau of Text Book Research in Ministry of Education.

| Educational and Other qualifications required for direct recruits | Whether age and educational qualifications prescribed for the direct recruits will apply in the case of promotees | Period of probation, if any | Method of rectt. whether by direct rectt. or by promotion or transfer & percentage of the vacancies to be filled by various methods | In case of rectt. by promotion/transfer, grades from which promotion to be made | If a DPC exists what is its composition | Circumstances in which U. P. S. C. is to be consulted in making rectt. |
|---|---|-----------------------------|---|---|---|--|
|---|---|-----------------------------|---|---|---|--|

| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---|---|---|----|----|----|----|
|---|---|---|----|----|----|----|

Essential :—

| | | | | | | |
|--|-----------------|------------|------------------------|-----------------|-----------------|------------------------------|
| (i) At least second Class Master's or equivalent Honours degree in Arts or Science of a recognised University. | Not applicable. | Two years. | By direct recruitment. | Not Applicable. | Not applicable. | As required under the rules. |
| (ii) Master's degree in Education of a recognised University. | | | | | | |
| (iii) About 7 years' teaching experience in a secondary school and/or training College of which at least four years should be in a responsible position dealing with the production of text books. | | | | | | |
| (iv) Special study of curriculum and text-books. | | | | | | |
| (v) Experience in writing text-books. | | | | | | |

Desirable:—

Experience of assessing text-books and curriculum research.

(Qualifications relaxable at Commission's discretion in case of candidates otherwise well-qualified).

Essential:—

| | | | | | | |
|--|-----------------|------------|------------------------|-----------------|-----------------|------------------------------|
| (i) At least second class Master's or equivalent Honours Degree in Mathematics/History/Economics/English/Hindi/Geography/Science of a recognised University. | Does not apply. | Two years. | By direct recruitment. | Not applicable. | Not applicable. | As required under the rules. |
|--|-----------------|------------|------------------------|-----------------|-----------------|------------------------------|

1

2

3

4

5

6

3. Documentalist . One

G. C. S. Class II
Gazetted (Non-
Ministerial)350—350—380— Not app-
380—30—590. licableBelow 35
years.

| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---|---|---|----|----|----|----|
|---|---|---|----|----|----|----|

- (2) Degree or Diploma in Education of a recognised University.
- (3) About three years, teaching experience, preferably in a Secondary School or Training Institute.

Desirable :—

1. Experience of writing text books in Mathematics/History/Economics/English/Hindi/Geography/Science.
2. Experience of research in curriculum development.

(Qualifications relaxable at Commission's discretion in case of candidates otherwise well-qualified).

Essential :—

- | | | | | | | |
|---|----------------|------------|------------------------|-----------------|-----------------|------------------------------|
| 1. Degree of a recognised University. | Does not apply | Two years. | By direct recruitment. | Not applicable. | Not applicable. | As required under the rules. |
| 2. Degree or Diploma in Library Science/Librarianship of a recognised University/Institution. | | | | | | |
| 3. About 3 years' experience in a recognised Library or in documentation work. | | | | | | |

Desirable :—

Degree or diploma in Education of a recognised University.

(Qualifications relaxable at Commission's discretion in case of candidates otherwise well-qualified)

[No. F.21-65/58.A.3.]

NIZAMUDDIN AHMED, Dy. Secy.

MINISTRY OF WORKS, HOUSING & SUPPLY**(Central Boilers Board)***New Delhi, the 27th October 1959*

G.S.R. 1232.—The following draft of a further amendment to the Indian Boiler Regulations, 1950, which the Central Boilers Board proposes to make in exercise of the power conferred by section 28 of the Indian Boilers Act, 1923 (5 of 1923), is published as required by sub-section (1) of section 31 of the said Act, for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 1st February, 1960.

Any objection or suggestion which may be received from any person with respect to the said draft before the date so specified will be considered by the Central Boilers Board. Such objections or suggestions should be addressed to the Secretary, Central Boilers Board, Ministry of Works, Housing and Supply, North Block, New Delhi.

Draft Amendment

In Chapter II of the said Regulations after Regulation 98, the following Regulation shall be inserted, namely:—

FILLER RODS FOR GAS-WELDING OF STEEL

98A. The following provisions shall apply to filler rods for gas welding of boiler parts and steam pipes.

(i) *Manufacture.*—The filler rods may be made by any method that shall yield a product conforming to the requirements of these regulations.

(ii) *Size of rods.*—The nominal size of rods shall refer to the diameter of the rod which shall be expressed in millimeter (inch). The tolerances on the specified diameter of the rod shall be plus or minus 3 per cent for rods 1.6 mm (1/16 in.) and over in diameter, and 1.5 per cent for rods less than 1.6 mm in diameter.

(iii) *Packing and marking.*—The filler rods shall be suitably packed to guard against damage during transportation and each package shall be marked with the following information:—

Name of manufacturer.

Year of manufacture.

Trade name of rods.

Size and quality of rods.

(iv) *Tests.*—The rods shall be subjected to initial tests and periodic tests to ensure that the requirements of these regulations are fulfilled. Where any test specimen fails to satisfy the requirements of any particular test, two further test specimens shall be prepared using rods from the same batch and submitted to the same test.

(v) *Test certificate.*—The manufacturer shall where called upon by the Inspecting Authority or the Chief Inspector of Boilers produce the results of the most recent periodic check test carried out on filler rods representatives of the rods specified.

(vi) *Test requirements.*—Initial test—

- (a) Two all-weld-metal tensile test specimens, one each using the smallest and the largest diameter of filler rods manufactured in the grade, shall be prepared and tested. The preparation of test piece and the method of testing shall be in accordance with those prescribed in Appendix H₁ under regulations 94 to 97.

Test plates shall preferably be so supported that warping due to welding will not cause the finished test plate to be out of line by more than 5 degrees. If test plates become warped more than 5 degrees they shall be straightened cold before being stress relieved.

- (b) One fillet weld hot-cracking test shall be carried out in the manner as specified in Appendix H₁ under regulations 94 to 97. The rods shall be deemed satisfactory provided no hot cracking occurs under the condition of test. Superficial cracks may be neglected provided they do not run into the full section of the weld.

- (c) Transverse tensile test—One transverse tensile test shall be carried out for each welding position for which the filler rod is recommended by the manufacturer except that two tests will be required for the flat position. For rods recommended for all positions, a test in the inclined position is not required.
- (d) Transverse bend test—Two bend tests one with the face and the other with the root in tension shall be carried out for each welding position for which the filler rod is recommended by the manufacturer except that two tests in each shall be required for those intended for flat position only. For rods recommended for all positions a test in the inclined position is not required. The method of preparation and carrying out of the test shall be in accordance with Appendix H₁ to regulations 94 to 97.
- (e) All weld metal impact test—Two izod impact test specimens, one each using the smallest size and the largest size manufactured shall be prepared and tested in accordance with the method specified in Appendix H₁ to regulations 94 to 97. The average value of the test shall not be less than 30 ft. lbs.
- (vii) Periodic check tests.—The following periodic check tests shall be carried out at intervals of not more than 6 months, and shall consist of the following:—
- (1) All weld tensile test with any two sizes of filler rods manufactured.
 - (2) One tee joint fillet weld hot cracking test as prescribed in (b) above.

APPLICATION, CHEMICAL COMPOSITION AND PHYSICAL
PROPERTIES OF THE RODS
Carbon steel filler rods

(viii) Application.—The rods are intended for welding of carbon steel pipes and tubes.

(ix) Chemical composition.—The steel shall not contain more than 0.04 per cent of sulphur or phosphorus.

When the carbon content is in the range of 0.10—0.12 per cent the manganese content shall not be less than 1.20 per cent.

(x) Physical properties.—(1) All weld metal, tensile test:—

The tensile strength of each test specimen shall not be less than 41 kg/mm² (28 tons/sq. in.) and yield stress not less than 31.5 kg/mm² (20 tons/sq. in.). The elongation shall be not less than 25 per cent and the minimum reduction of area shall be not less than 35 per cent.

(2) Transverse Tensile test:—

The tensile strength shall be not less than 44 kg/mm² (28 tons/sq. in.).

(3) Transverse bend test:—

The filler rod shall be deemed to be satisfactory if on completion of the test, no crack or defect at the outer surface is greater than 3 mm (1/8 in.) measured across the specimen or 1.6 mm (1/16 in.) measured along its length. Premature failure at corners of the test specimen shall not be considered cause for rejection.

Carbon-molybdenum steel filler rods

(xi) Application.—The rods are intended for welding of alloy steel of the ½ per cent molybdenum type with or without chromium.

Chemical composition.—The chemical composition of the material shall be:—

| | |
|---------------------|--|
| Carbon | 0.15 per cent maximum. |
| Silicon | 0.50 per cent maximum. |
| Manganese | 0.60 per cent to 1.5 per cent. |
| Molybdenum | Not less than 0.45 and not more than 0.65 per cent. |
| Chromium and Nickel | Not more than 0.20 per cent each (if present as a residual). |
| Sulphur | 0.40 per cent maximum. |
| Phosphorus | 0.40 per cent maximum. |

(xii) *Physical properties.*—(1) All weld metal tensile test:—

The tensile strength of each test specimens shall be not less than 41 kg/mm² (26 tons/sq. in.). The elongation shall not be less 25 per cent and the reduction of area shall be not less than 35 per cent.

(2) *Transverse Tensile test:*—

The tensile strength shall be not less than 44 kg/mm² (28 tons/sq. in.).

(3) *Transverse bend test:*—

The filler rod shall be deemed satisfactory if after the completion of the test, no crack or defect at the outer surface of the test specimen is greater than 3 mm (1/8 in.) measured across the test specimen or 1.6 mm (1/16 in.) measured along the length of the test specimen. Premature failure at corners of the test specimen shall not be considered cause for rejection.

Chromium-molybdenum steel filler rods

(xiii) *Application.*—The rods are intended for welding of alloy steel of the ½ per cent Molybdenum, 1 per cent chromium type.

(xiv) *Chemical composition.*—The chemical composition of the material shall be:—

| | |
|------------|---|
| Carbon | 0.15 per cent maximum. |
| Silicon | 0.50 per cent maximum. |
| Manganese | 0.60 per cent minimum. |
| Chromium | Not less than 0.8 and not more than 1.25 per cent. |
| Molybdenum | Not less than 0.45 and not more than 0.65 per cent. |
| Nickel | (If present as a residual) not more than 0.20 per cent. |
| Sulphur | 0.04 per cent maximum. |
| Phosphorus | 0.14 per cent maximum. |

(xv) *Physical properties.*—(1) All weld metal tensile test:—

The tensile strength of each test specimen shall be not less than 41 kg/mm² (26 tons/sq. in.) and the yield stress not less than 31.5 kg/mm² (20 tons per sq. in.). The elongation shall be not less than 25 per cent and the reduction of area shall be not less than 35 per cent.

(2) *Transverse Tensile test:*—

The tensile strength shall be not less than 44 kg/mm² (28 tons/sq. in.).

(3) *Transverse bend test:*—

The filler rod shall be deemed satisfactory if after the completions of the test, no crack or defect at the outer surface of the test specimen is greater than 3 mm (1/8 in.) measured across the test specimen or 1.6 mm (1/16 in.) measured along the length of the test specimen. Premature failures at corners of the test specimen shall not be considered cause for rejection.

[No. S&P-II/BL-20(16)/57.]

M. N. KALE, Secy.

MINISTRY OF LABOUR & EMPLOYMENT

New Delhi the 3rd November 1959

G.S.R. 1233.—In exercise of the powers conferred by sub-section (1) of section 7 of the Employees' Provident Funds Act, 1952 (19 of 1952), the Central

Government hereby makes the following further amendments in the Employees' Provident Funds Scheme, 1952, namely:—

In paragraph 72 of the said Scheme—

(1) in sub-paragraph (1), for the expression "Rs 300", the expression "Rs. 500" shall be substituted;

(2) in sub-paragraph (3), for the expressions "Rs. 500" and "Rs. 1000" wherever they occur, the expressions "Rs. 1,000" and "Rs 2,000" respectively, shall be substituted.

[No. P.F. II.7(36)/58]

P. D. GAIHA, Under Secy.

